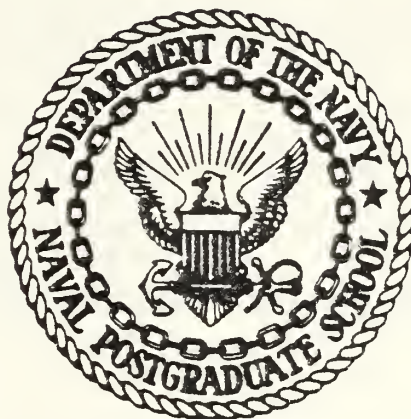


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THESIS

AN EVALUATION OF
ALLOWANCE DETERMINATION
USING OPERATIONAL AVAILABILITY

by

Patrick Joseph O'Reilly

June 1982

Thesis Advisor:

F. R. Richards

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An Evaluation of Allowance Determination Using Operational
Availability

by

Patrick J. O'Reilly

Lieutenant Commander, United States Navy

B.B.A., Lamar University, 1969

Submitted in partial fulfillment of the
requirements for the degree of

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June 1982

ABSTRACT

Shipboard repair part allowances are presently computed using the Fleet Logistics Support Improvement Program which only considers individual part failure rate data and shipboard population. Two alternate allowance determination models are evaluated which consider other logistics factors when computing allowances. One model maximizes repair part availability using marginal analysis techniques and the other model optimizes system availability. The effectiveness of the three different models are compared for four different systems using the NAVSEA TIGER simulation program. The comparisons show that large improvements in system measures of effectiveness can be achieved using the alternative model which optimizes system availability without any increase in total investment costs for allowances. The alternative marginal analysis model did not produce consistently better results over all system configurations than did the FLSIP model.

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U. INTRODUCTION

The United States Navy presently determines repair part allowance quantities for most shipboard applications using procedures established under the Fleet Logistics Support Improvement Program (referred to as the FLSIP model). The FLSIP model was designed before the development of highly sophisticated and powerful third and fourth generation computer hardware and software systems. As a result, in its allowance computations, the FLSIP model considers only individual parts usage data and the total population of each part aboard the ship for which allowances are being computed. FLSIP was also designed to support systems which were much less complex and technologically advanced than those being supported in the Navy of the 1980s and 1990s.

To adjust to changes in technology, improved methods for determining shipboard allowance quantities for repair parts must be developed. To the extent that these improved methods can be supported (by computer technology, data collection procedures, etc.) they should include consideration of as many of the other factors in the logistics environment as possible. This would include system configuration, maintenance policy, operational scenario, supply response times, replacement times, component repair times, spares sharing, and the time horizon mission profile. Due to the escalating costs of repair parts, the increased emphasis on cost efficient management in the military and the likelihood of increasingly restrictive cost constraints on inventory levels in the military, these new allocation methods should attempt to optimize with respect to system availability for any fixed cost in inventory investment.

This paper evaluates two shipboard allowance determination models as alternatives to the FLSIP model. A relatively simple marginal analysis model is evaluated which considers the marginal increase in repair part availability to be gained per dollar spent when determining what repair parts should be allowed. This model requires unit cost data in addition to the data required for the FLSIP model. A much more complex optimization model which focuses on maximizing system availability is also evaluated. In addition to the data required for the FLSIP model, the availability model considers equipment unit cost, equipment Mean Time To Repair (MTTR), total budget constraint, and system configuration data. These models are discussed in detail in Chapter III.

An amended version of the NAVSEA TIGER simulation model is used to compare the effectiveness of each of the three allowance determination models under many different scenarios. Chapter II discusses the capabilities and uses of the amended TIGER simulator. A complete printout of the amended TIGER programs and specific instructions for their use are provided in Appendices B and C. An example of running each allowance determination model on the TIGER simulator is provided in Chapter IV. The results of all the comparisons made during this research are provided in Chapter V.

II. NAVSEA TIGER SIMULATION MODEL

A. INTRODUCTION

The TIGER simulation model is a set of programs developed within NAVSEA to evaluate the performance of complex shipboard operating systems using various measures of effectiveness. This model was modified so that it was compatible with the Naval Postgraduate School computer system in September 1980 by Leather [Ref. 1]. However, due to a complete replacement of hardware and partial replacement of software in December 1980, the model had to be further modified to be compatible with the new computer system. All allowance computations and simulations were run on the IBM system 3033 using the programs in Appendix C. Once data inputs were prepared, an allowance computation and simulation of 1000 missions could be run interactively on a computer terminal in two to six seconds of computer time. All modifications are included in the programs provided in Appendix C.

The TIGER simulation model considers the effect of the following system parameters:

- the Mean Time Between Failures (MTBF) of the equipments/components in the system
- the MTTR of the equipments/components in the system
- the interactions between various equipments/components in the system (as reflected in a reliability block diagram of the system)
- the number of spare parts available to support the system
- the operating cycle for the system and the various components of the system

Before running a system, the appropriate data for the above parameters for that system must be input into the TIGER simulator as discussed in Appendix B. Most of the inputs have to be specified exactly, however the TIGER simulator will compute repair part allowances if that is desired. As originally written, the number of repair parts authorized in a system could be specified exactly or a subroutine could be utilized which would compute repair part allowances for the system under FLSIP procedures (which are utilized by the Navy Ships Parts Control Center to actually determine repair part allowances for Navy ships). FLSIP procedures are discussed in detail in Chapter 3, section A. For this research, two additional subroutines were written for the TIGER simulation model so that repair part allowances for a system could also be computed using the Marginal Analysis model discussed in Chapter 3, section B or using the Availability model discussed in Chapter 3, section C. The main program was also modified to accept spare part unit costs and total budget constraints as input parameters for these models.

B. TIGER OPERATION

The TIGER simulator utilizes Monte Carlo random number techniques to estimate part failure times and times to repair based on the assumption that the times between failures for each part are exponentially distributed with parameter MTBF and the repair time for each part is exponentially distributed with parameter MTTR. The operating status of all parts is then observed at all times during the simulation to determine when the system is "up" and when it is "down". The TIGER simulator considers the inter-relationships between the parts (as specified in the reliability block diagram) to determine whether the system is "up" or

"down". When an acceptable combination of parts are operational then the system is considered to be "up". During those periods of time when an acceptable combination of parts are not operational, the system is considered to be "down".

The TIGER simulator measures the effectiveness of a system using the observed "up" and "down" times for that system over a specified number of missions. The length of each mission is included as an input parameter. The number of missions simulated is also specified in the input parameters and must be between 50 and 1000 (in increments of 50). System effectiveness is computed in the following four ways:

1) Estimated reliability is the probability that a system will perform satisfactorily during an entire mission.

$$REL(EST) = 1 - \frac{\text{Number of Mission Failures}}{\text{Total Number of Simulated Missions}}$$

2) Estimated Instant Availability is the probability that the system will be in an "up" condition at a specific point in time.

$$AVA\ INSTANT(EST) = \frac{\text{Number of Missions Up at Time (t)}}{\text{Total Number of Missions Simulated}}$$

This value is calculated at the beginning and end of each phase sequence. A mission can contain up to six different operating scenarios. These are defined as phase sequences. For example, for simulating shipboard operations: one phase can represent in port periods, another can represent normal steaming operations, and a third can represent battle engagement periods. The ability to replace parts and the amount of time a part must be operational for the equipment to be considered in an "up" status can be varied from one

phase type to another. Details for doing this are discussed in Appendix B under Card Types 7, 10 and 13.

3) Estimated Average Availability is the probability that the system will be in an "up" condition at a random point in time.

$$\text{AVA AVERAGE (EST)} = \frac{\text{Summation of Uptime for All Missions Simulated}}{\text{Summation of Total Mission Calendar Time for all Missions Simulated}}$$

4) Estimated readiness is the probability that the system will be in an "up" condition at a random point in time assuming that the system stays down for the remainder of each mission after its first failure in that mission.

$$\text{RED (EST)} = \frac{\text{Summation of Uptime for all Missions Simulated (through the first failure)}}{\text{Summation of Total Mission Calendar Time for all Missions Simulated}}$$

Estimated instant availability and estimated average availability were used to evaluate the three allowance determination models in this research.

C. PECULIARITIES OF USE IN THIS THESIS

Since the objective of this research was to measure the relative effectiveness of three different repair part allowance determination policies, many of the parameters in the TIGER simulator which could have been varied were not. The following input parameters were held constant throughout this research.

1. Timeline phases. Scenarios can be specified where reliability block diagrams change during different phases of the mission timeframe being simulated. For the purposes of this study, only one phase was used for all simulations which lasted the entire length of each mission.

2. Mean Time To Repair. MTTR was established as one hour for all equipments.

3. Allowable Downtime. Equipments can be allowed to fail for a certain length of time without causing the system to fail regardless of their position in the reliability block diagram by having specified allowable downtimes. The allowable downtimes for all equipments used in this research were set to zero.

4. Three Levels of Repair Parts Support. Additional support from repair parts located at an intermediate level supply activity (ie. a destroyer tender) and at a depot level supply activity (ie. a Naval Supply Center) can be simulated. However, since the objective of this research was to evaluate the effectiveness of shipboard allowances, it was assumed that no support could be obtained from intermediate or depot level activities during the 90 day mission involved.

D. TIGER OUTPUT

The TIGER simulator produces both standard and optional outputs. The various options are discussed in Appendix B under the Printout Option Card. The optional output used for this research was the management summary printout. It first displays most of the user's input, the allowance determination model used to compute repair part allowances (if one was used), and the number of repair parts being used.

The TIGER simulator then prints a message every time the system goes down indicating which components are down and when they will come back up. Since this portion of the output was voluminous and not useful for analysis during this research, it was suppressed.

Next the TIGER simulator prints the cumulative measures of effectiveness for the system after each group of 50 missions has been simulated. Since this portion of the output was voluminous and not useful until all simulations were completed, it was suppressed until the last mission simulation was completed.

The TIGER simulator then produces tables which summarize data about specific equipment failures, the number of repair parts used, and critical equipments.

Examples of the various outputs produced by the TIGER programs are provided in Appendix D. A detailed explanation of these outputs is provided in Reference 4.

III. ALLOWANCE DETERMINATION POLICIES

A. FLEET LOGISTICS SUPPORT IMPROVEMENT PROGRAM (FLSIP) CONCEPT

The FLSIP concept is presently used by the Ship's Parts Control Center (SPCC) to determine repair part allowances for most shipboard applications. It requires two inputs. First, the average usage rate (on an annual basis) must be known for each repair part. This is denoted as the Best Replacement Factor (BRF). Since most initial usage data available to the Navy is in the form of MTBF data, it must be converted for use in the FLSIP model. Since MTBF is measured in hour units and BRF is measured in annual units, the hourly MTBF data must be divided into 8760 (the number of hours in a 365 day year) to get a BRF figure. The formula for conversion is:

$$\text{BRF} = \frac{8760}{\text{MTBF}}$$

Second, the total number of times each repair part is installed in the various equipments aboard the ship must be known. This is known as the shipboard population (POP). These two numbers are then multiplied to get the expected number of failures for each part aboard that ship in a one year period of time. This is taken as the mean for each part.

$$\text{mean annual demand} = \text{BRF} \times \text{POP}$$

Ignoring minimum replacement units, technical overrides, etc., the shipboard allowances for each repair part are then determined as follows.

1. If the mean annual demand for a part is greater than or equal to 1.0, the shipboard allowances will be based on anticipated demand. The allowance will be set equal to the minimum number of spares that will provide at least a 90% probability that actual demand for the part during a 90 day period will not exceed the allowance quantity (assuming a Poisson distribution of demand).

2. If the mean annual demand for a repair part is greater than or equal to .25 but less than 1.0, the shipboard allowance will be set to one. These allowances are insurance items. (.25 is the insurance item cut point - also known as the FLSIP cut point.) Several years ago, as a result of funding pressures, this cut point was adjusted up from .15 to reduce the number of insurance items allowed. It can be adjusted up or down to provide more or less insurance protection for certain types of ships but the main emphasis in this paper will be with the .25 level.

3. If the mean annual demand for a part is less than .25 (or other specified cut point), no shipboard allowance will be established.

Funding constraints for shipboard repair parts can be accommodated by increasing the FLSIP cut point as discussed above. However, since almost all the parts used in the systems being evaluated for this paper were assumed to be

high failure rate parts, a change of the FLSIP cut point has little effect on the value of parts required to support those systems. This is due to the fact that most of the means were greater than 1.0 so the allowances were based on demand and adequate repair parts were allowed to meet the 90% issue criteria regardless of the insurance item (FLSIP) cut point. Even if the cut point were changed from .25 (ie. one demand every 4 years) to 1.0 (ie. one demand every year), the FLSIP computed allowances would exceed the budget constraints desired in most cases considered in this thesis.

Note: A study conducted by the Center For Naval Analysis [Ref. 2] has recommended the following changes to the FLSIP model:

- a. Items supporting equipments essential to a primary mission of the ship would be identified and the insurance item stockage threshold for these items would be lowered to .10 (one unit demanded in 10 years), and
- b. High demand insurance items would be stocked in insurance quantities of two each instead of one each as is now done.

This revised FLSIP model was not considered in this research.

Since changing the FLSIP cut point was not considered to be an effective way to constrain expenditures for the FLSIP model for the systems analyzed for this paper, the availability objective of the model was varied instead. By varying the availability objective, a budget constraint could effectively be introduced into the FLSIP model. To do

this, the probability of not being out of stock in the FLSIP model was allowed to decrease until a low enough probability was reached to allow a set of FLSIP allowances to be computed within a specified budget constraint. The specified availability started at 90% and was decreased in increments of 5%. At each increment, FLSIP allowances were determined using the decreased probability and the cost of the repair parts was computed. If the total cost of repair parts was less than the funding constraint specified, then that FLSIP repair parts list was used. If the cost exceeded the funding constraint, that repair parts list was discarded and another set of FLSIP allowances were determined using a 5% lower specified availability. This procedure is illustrated on Table I.

Note that some of the different availability levels have the same allowance costs. This is true because they have the same allowance levels. Different availability levels can have the same allowance levels because repair part allowances do not change linearly with availability levels. Since repair parts must change in increments of one, the change in expected availability may decrease substantially by deleting one part. For example, if a part has an MTBF of 1720 hours, the probability of having no demands in a 90 day period is 28%. So protection levels between zero and 28% can be obtained without carrying any spares. If, on the other hand, one spare is carried, a protection level of 64% is obtained. So protection levels between 29% and 64% all require that one spare be carried. For the program written for this research, that means that protection levels of 60%, 55%, 50%, 45%, 40%, 35% and 30% would all require an allowance of one. Not until the required availability level reached 25% would there be a change in the allowance for this part.

TABLE I

Use of the Availability Objective in the .25 FLSIP Model

The availability objective is varied in the .25 FLSIP model to facilitate the computation of allowances within specified budget constraints. The use of the availability objective for this purpose is demonstrated with the following system.

Part Number	MTBF	POP	MEAN ANNUAL DEMAND	Unit Cost
-----	-----	---	-----	-----
1	25000	1	.34	150.00
2	1500	1	5.84	151.00
3	750	1	11.68	152.00
4	750	1	11.68	153.00
5	1500	1	5.84	154.00
6	7500	1	1.17	155.00
7	7500	1	1.17	156.00
8	2500	1	3.40	157.00

For this system, unconstrained .25 FLSIP allowances would cost \$3058.00 as shown on the 90% availability line below. To determine the allowances when the funding is constrained to 75% of the fully funded costs (ie. 2293.50), the amended TIGER FLSIP procedure is:

- 1st: Set the high limit for the constrained allowances to 5% higher than the specified limit (the high limit here is $\$2293.50 \times 1.05 = \$2408.18$). This is done to ensure that optimal combinations just slightly above the specified budget constraint will be considered.
- 2nd: Compute spares required for various availability objectives (starting at 90% and going down 5% at a time) until a set of spares is found which will be less than the budget limit high as shown below.

% AVAIL OBJECT	COST	Number of Repair Parts							
		Part #1	Part #2	Part #3	Part #4	Part #5	Part #6	Part #7	Part #8
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
90	\$3058	1	3	5	5	3	1	1	1
85	3058	1	3	5	5	3	1	1	1
80	2448	1	2	4	4	2	1	1	1
75	2448	1	2	4	4	2	1	1	1
70	2448	1	2	4	4	2	1	1	1
65	2143	1	2	3	3	2	1	1	1

Since \$2143 is less than \$2408, the repair parts computed at the 65% availability objective will be used as the allowances for the 75% funding level.

B. MARGINAL ANALYSIS CONCEPT

One of the deficiencies of the FLSIP model as now used is that it ignores the cost of the spare parts in its computations and in the decision process. The FLSIP model is also very limited in its ability to adjust to funding constraints because this is presently only done by adjusting the insurance cut point. This can result in the inefficient allocation of budget dollars due to variances in the relationships between the unit costs and the reliabilities of the various repair parts. The marginal analysis concept, on the other hand, does consider the cost of the individual items and is designed to accommodate a budget constraint on the total amount of dollars available for spare parts. There are many different possible marginal analysis policies. The one evaluated in this paper selects that combination of parts (for a given set of parts) that will provide the highest total parts availability for a given dollar value constraint. Four inputs are required for this concept. The following three inputs must be known for each part: MTBF, total number of parts in the system, and the unit cost. In addition, a total dollar value constraint for the repair parts allowance must be known. The shipboard repair part allowances are then determined by stepwise adding an additional spare for that item showing the greatest increase in probability of a fill per dollar spent. The incremental improvement in the probability of a fill is the difference

$$P_i(X_i \leq x) - P_i(X_i \leq x-1) ,$$

where x is the number of spares of item i and X_i is the demand for spares of item i . This turns out to be

identically equal to the probability of a demand for exactly x spares or $p_i(x) = P(X_i=x)$. The policy is illustrated with a simple example involving only the three parts shown in Figure 3.1.

<u>Part Number</u>	<u>MTBF</u>	<u>Pop</u>	<u>Mean 90 Day Demand</u>	<u>Unit Cost</u>
1	1720	1	1.26	\$ 200.00
2	1720	1	1.26	50.00
3	3000	1	.72	100.00

Figure 3.1 Example System for Marginal Analysis Model

Step 1. First, we want to determine the marginal benefit (in probability of filling demands) of adding a single spare of each item. For our example:

$$p_1(1) = .35634142 \quad p_2(1) = .35634142 \quad p_3(1) = .3518585$$

Step 2. Then for each part, we determine the marginal benefit to cost ratios by dividing the values in step 1 by the unit cost of the part. For our example:

$$\frac{p_1(1)}{c_1} = .0017817 \quad \frac{p_2(1)}{c_2} = .0071268 \quad \frac{p_3(1)}{c_3} = .0035186$$

The resulting value is the marginal benefit per dollar invested of adding one of each of the parts.

Step 3. The part with the highest ratio calculated in step number 2 is assigned a single spare. For our example,

the part with the highest marginal availability is part number 2.

Step 4. The total cost of all assigned repair parts is then compared to the budget constraint. For our example, the current total cost of assigned repair parts is \$50.00 as shown in Figure 3.2. If the constraint has been reached or exceeded, the computations are concluded with the parts allowances assigned to that point. If the budget constraint has not been reached, the model continues on to step 5.

<u>Part Number</u>	<u>Allowance</u>	<u>Unit Cost</u>	<u>Total Cost</u>
1	-0-	\$200.00	-0-
2	1	50.00	50.00
3	-0-	100.00	-0-
Total Costs			<u>\$50.00</u>

Figure 3.2 Total Costs of Allowances Assigned After First Iteration

Step 5. A revised marginal availability is calculated for the part which was assigned an allowance in step 3. One additional spare is now considered for that part and the probability of that many demands in a 90 day period is calculated. For our example, the revised marginal availability for part number 2 is $p_2(2) = .22701228$. The new marginal benefit to cost rate for this item is then computed by dividing the revised marginal availability of the item by its unit cost. For our example:

$$\frac{p_2(2)}{c_2} = \frac{.22701228}{50} = .00454024$$

The model then brings along the information from step 2 for those items not selected for an increase in spares in step 3 and repeats the same type of comparison as was done in step 3. For our example, the benefit to cost rates are now:

$$\frac{p_1(1)}{C_1} = .0017817 \quad \frac{p_2(2)}{C_3} = .00454024 \quad \frac{p_3(1)}{C_3} = .0035186$$

The next spare will again be assigned to part number 2 since it still shows the maximum rate.

The above process continues until the specified budget constraint is reached.

C. AVAILABILITY CONCEPT

The availability of equipments and systems afloat are a function of many factors as discussed in Chapter 1. One weakness of both the FLSIP and Marginal Analysis models is that neither of them considers many of those factors. They, in essence, ignore many operational issues which should be considered by a model of this type to be as accurate as possible. Another weakness of both of those models is that the measure of effectiveness for the system is not system related and consequently, one cannot relate resources to readiness (ie. system availability). Man Won Jee [Ref. 3: ch. 4], developed a mathematical model for computing repair part allowances to support any given system. The model optimizes the instant operational availability of a system for any given budgetary constraint. This is referred to as the Availability model. The Availability model improves upon both the FLSIP and Marginal Analysis models by including several more of the pertinent operational factors. Those factors included in the Availability model which are not considered in either of the other models are the Mean

Time To Repair (replace) a component and a consideration of the interactions between the various components in the system. Like the Marginal Analysis model, the Availability model also considers the unit cost of each repair part and the total budget constraint on the repair parts allowed. In addition, the Availability model improves upon the FLSIP and Marginal Analysis models by relating resource utilization to optimizing system availability which is the measure of effectiveness.

For a single component system, Jee showed that the availability after t units of time of a component having n spares is given by

$$A^{(n)}(t) = A^{(n-1)}(t) + ((f * g)^{(n)} * \bar{F})(t)$$

where $f(t)$ is the probability density of component lifetimes, $g(t)$ is the probability density of replacement times, $\bar{F}(t) = P(T \geq t)$ and $(f * g)^k$ represents the k -fold convolution of f and g .

Jee further showed that for the special case in which

$$f(t) = ((\lambda)(e))^{-\lambda(t)} \quad ; \text{and}$$

$$g(t) = ((\nu)(e))^{-\nu(t)} \quad ;$$

the marginal contribution that the n th spare provides to system availability is:

$$(f^{(k)} * g^{(k)} * F)(t) =$$

$$\begin{aligned} & \left(-\frac{\theta}{s}\right)^k * \left(-\frac{t}{k!}\right)^k + \sum_{r=1}^k (-1)^r * \frac{(k+r-1)^p}{r! s^r} * \frac{t^{(k-r)}}{(k-r)!} e^{-lt} \\ & + (-1)^{k+1} * \left(-\frac{\theta}{s}\right)^{k+1} * \frac{t^{(k-1)}}{(k-1)!} + \sum_{l=1}^{k-1} \frac{(k+1)^p}{l! s} * \frac{t^{(k-1-l)}}{(k-1-l)!} e^{-nt} \end{aligned}$$

where: $l = \text{lambda}$, $n = \text{nu}$, $0 = \text{ln}$, $\& = n-1 = 0$, and

$$n^p_k = \frac{n!}{(n-k)!}.$$

The above formula is referred to as the JEE formula throughout this paper. All systems analyzed in this paper were assumed to have parts with exponentially distributed times between failures and replacement times so the JEE formula is used for all calculations. An example of the results of using the JEE formula to determine the contribution to system marginal availability of individual spares is shown in Table II. A maximum of 9 spares for a given part are allowed when using the JEE formula in the amended TIGER model written for this research effort.

Jee then developed a repair parts allocation algorithm that utilizes the JEE formula to optimize the instant operational availability of a system by efficiently allocating the number of spares for each component in a "k" component system [Ref. 3: ch. 6]. The algorithm he developed is basically a dynamic program which is then used to determine the most efficient combination of repair parts for each budget amount.

TABLE II

JEE Formula Computations: An Example

Data for Sample System:

Part Number	MTBF	MTTR
-----	-----	-----
1	1000.0	10.00
2	5000.0	10.00
3	3000.0	10.00

Parts 2 and 3 are in parallel. Part 1 is in series with the combination of parts 2 and 3.

The availabilities for each part number for a range from zero to nine repair parts computed by the JEE formula are:

AVAILABILITY MATRIX FOR SPARE 1 IS:

Part No	Allow Qty	Cost	Avail
----	----	-----	-----
1	0	0.0	0.115325
1	1	150.00	0.365767
1	2	300.0	0.635161
1	3	450.00	0.826546
1	4	600.0	0.927569
1	5	750.00	0.969831
1	6	900.0	0.984427
1	7	1050.00	0.988708
1	8	1200.0	0.989796
1	9	1350.00	0.990040

AVAILABILITY MATRIX FOR SPARE 2 IS:

2	0	0.0	0.649209
2	1	151.00	0.928926
2	2	302.0	0.988628
2	3	453.00	0.997044
2	4	604.0	0.997925
2	5	755.00	0.997999
2	6	906.0	0.998004
2	7	1057.00	0.998004
2	8	1208.0	0.998004
2	9	1359.00	0.998004

AVAILABILITY MATRIX FOR SPARE 3 IS:

3	0	0.0	0.486752
3	1	152.00	0.836753
3	2	304.0	0.961420
3	3	456.00	0.990750
3	4	608.0	0.995877
3	5	760.00	0.996588
3	6	912.0	0.996669
3	7	1064.00	0.996677
3	8	1216.0	0.996667
3	9	1368.00	0.996667

The sample system shown in Table II will be used to illustrate how the JEE algorithm works. Part numbers 2 and 3 will be used as the first two dynamic programming stages in our illustration. The stage returns from the first two stages are simply the results of initially calculating the marginal contributions of repair parts 2 and 3 using the JEE formula as shown in Table II. These stage returns are then assembled into the matrix shown on Table III so that a sequence of maximum returns from the combination of these two stages can be calculated.

The JEE algorithm always starts in the upper left hand corner of the matrix because that is the minimum cost combination for the two stages being considered. This is the first undominated combination on the matrix. The algorithm determines the cost and system availability of using the combination of repair parts specified at that junction in the matrix. The cost is calculated by simply costing out the repair parts specified at that point. The calculation of the resulting system availability depends upon whether the parts are operating in series or in parallel. If the parts are in series, the system availability is:

$$AVAIL_{sys} = AVAIL_1 * AVAIL_2 .$$

If the parts are in parallel, the system availability is:

$$AVAIL_{sys} = 1 - (1 - AVAIL_1) * (1 - AVAIL_2) .$$

Parts 2 and 3 shown on Table II are in parallel and the results of the above calculations for the first undominated combination in the matrix on Table III are a cost of \$0.0 and an availability of .8199. The same calculations are then made for other pertinent blocks in the matrix. For example, the cost of combining three spares for part number

TABLE III

JEE Algorithm Matrix *

Part Numbers		0	1	2	3	4	5	6
		-0-	151	302	453	604	755	906
3	2	.6492	.9289	.9886	.9970	.9979	.9980	.9980
0	.4868	<u>-0-</u> .8199	<u>151</u> .9635	<u>302</u> .9941	<u>453</u> .9985	<u>604</u> .9989	.755	.9990
1	.8368	.152 .9427	.303 .9884	.454 .9981	<u>605</u> .9995	.767 .9996	.907 .9997	
2	.9614	.304 .9865	.455 .9973	<u>606</u> .9996	<u>757</u> .9999	.908 .9999	.1059 .9999	
3	.9908	.456 .9968	.607 .9993	.758 .9999	.909 .9999	.1060 .9999	.1211 .9999	
4	.9959	.608 .9986	.759 .9997	.910 .9999				
5	.9966	.760 .9988	.911 .9998	.1062 .9999				
6	.9967	.912 .9988	.1063 .9998					
7	.9967	.1064 .9988	.1215 .9998					

* The top and side rows in the matrix show the number of spares, the total of their unit costs and availability contribution of each of the parts indicated. The numbers within the matrix show the total costs and resulting availabilities from combining the numbers of spares indicated.

2 with three spares for part number three is \$909 and the resulting availability for this same combination is .9999. The calculations do not have to be made for all combinations as discussed in detail by Jee [Ref. 3: ch. 6].

Next, the JEE algorithm finds that combination in the matrix which has a combined cost less than any other combination with a system availability larger than that of the previous undominated combination. That combination is the next optimal combination in the matrix. This process is repeated until all undominated combinations on the matrix have been identified (a maximum of 99 undominated combinations can be processed using the amended TIGER model written for this research effort). The first 8 undominated combinations are indicated on Table III. The optimal repair parts allocation at any dollar level can be identified by simply following the arrows on the matrix until the specified dollar level is found. For example, on Table III, a combination of three spares for part #2 and zero spares for part #3 would be optimal for budget levels between \$453 and \$603 while a combination of four spares for part #2 and zero spares for part #3 would be optimal for a budget level of \$604.

The undominated combinations from the matrix in Table III are the returns from stage 3. These returns are then combined with the cost and availability data for the part (or combination of parts) in the next stage of the system. In Table IV, the undominated combinations from Table III are combined with the costs and availabilities for part 3 from Table II. As discussed on Table II, these parts are assumed to be in series. The resulting first eight undominated combinations are shown on Table IV. As can be observed from Table IV, a combination of 4 spares for part #1, 1 spare for part #2, and 0 spares for part #3 is optimal for budget levels between \$751 and \$900, etc.

TABLE IV

JEE Algorithm Matrix *

Part Numbers	0 0	1 0	2 0	3 0	4 0	3 1
2,3	0 0	1 1	2 2	3 3	4 4	3 5
1	.8199	.9635	.9941	.9985	.9989	.9995
0 .1153	<u>.0945</u>	.1111	.1146	453	604	755
1 .3658	<u>.2999</u>	.3524	.3636			
2 .6352	<u>.5208</u>	.6120	.6315			
3 .8265	<u>.6776</u>	<u>.7963</u>	.8216			
4 .9276	<u>.7605</u>	<u>.8937</u>	.9221			
5 .9698	.7951	<u>.9344</u>	.9641			
6 .9844	.8071	.9485	.9786			
7 .9887	.8106	.9526	.9829			

* The top and side rows in the matrix show the number of spares, the total of their unit costs and the availability contribution of each of the parts indicated. The numbers within the matrix show the total costs and resulting availabilities from combining the numbers of spares indicated.

This combining of matrices is continued until all the parts in the system are included in one of the two axes of the final matrix. Then the optimal combination of repair parts can be identified for any dollar level by looking at the undominated allocations for that matrix.

IV. EXAMPLE OF EACH ALLOWANCE DETERMINATION MODEL

A. INTRODUCTION

The TIGER programs in Appendix C automatically compute repair part allowances and run simulations using those allowances under the operating scenarios specified in the input data. The output produced are in three sections:

- 1) the input deck printout;
- 2) the allowance computation output; and
- 3) the simulation output.

The input deck printout and simulation output have the same format for all three allowance determination models and are explained in detail in Reference 4, section 4. The allowance computation output was added for this research effort and is different for each of the allowance determination models. The allowance computation outputs are discussed in detail in this chapter. Comparisons between the effectiveness of the three allowance determination models are made in Chapter 5.

The system shown in Figure 4.1 will be used to demonstrate the processing of each allowance determination model. Each of the eight parts are assumed to be unique and have the unit prices and MTBFs shown. The allowances being developed are to sustain operations for 90 days. The format in which the data is input into the programs in Appendix C is discussed in detail in Appendix B.

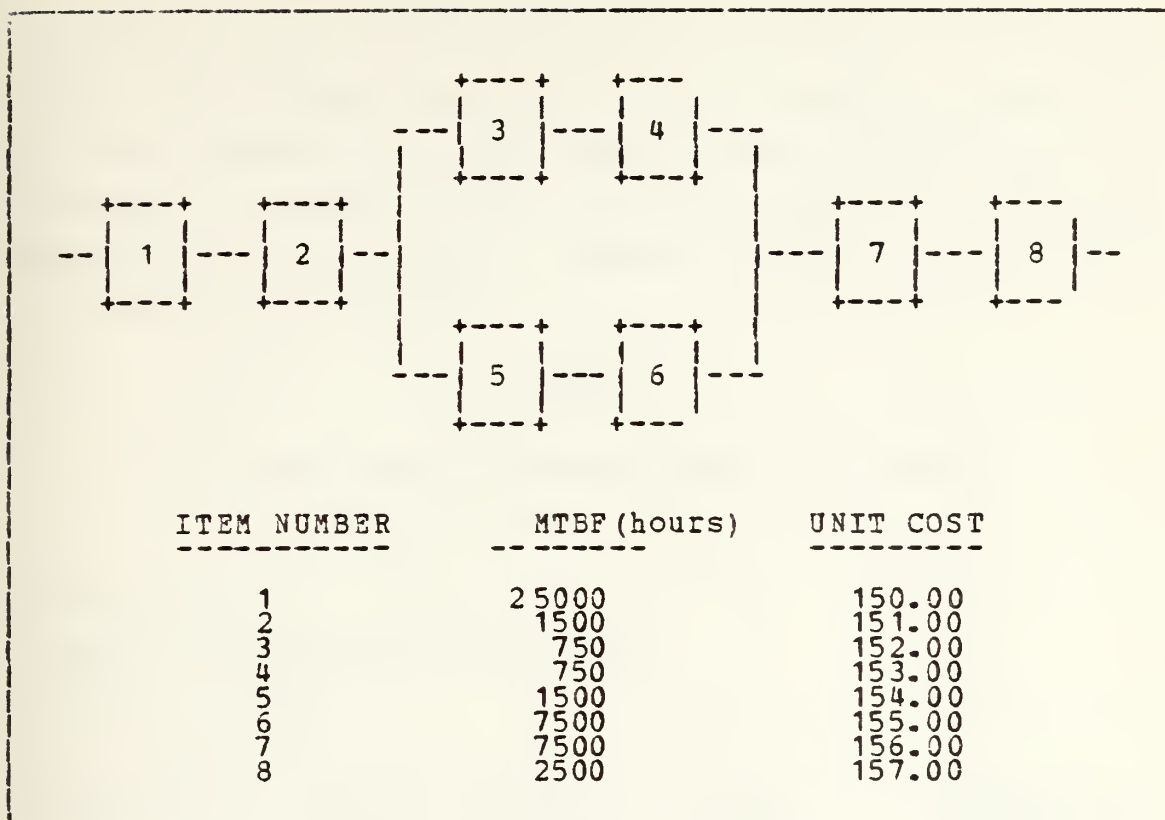


Figure 4.1 Example System

B. EXAMPLE OF AN UNCONSTRAINED .25 FLSIP MODEL

Table V is the allowance computation output for an unconstrained .25 FLSIP model allowance for the system in Figure 4.1. For an unconstrained FLSIP allowance, the budget specified must be large enough to ensure that all insurance items will have an allowance equal to one and that all demand based items will have an allowance adequate to satisfy 90% of all expected demands during a 90 day period as discussed in Chapter 3, section A.

The first line of output shown is the budget constraint being used. This is shown after the letters "BUDH" which stand for "Budget-High Limit". In our example, the budget

constraint is \$10,498.95. This is 5% higher than the actual budget constraint of \$10,000 which was input. A 5% flexibility in the budget constraint was selected to ensure that any FLSIP computations that would be just slightly over the constraint specified would still be used for comparison purposes. This was done to ensure the FLSIP model compares as favorably as possible.

TABLE V

FLSIP Example: Allowance Computation Output

BUDH 10498.95

SPARES BEING COMPUTED USING FLSIP

XAVAIL = 0.9000

XSUM = 3058.00

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
	1	1	0	0	999.00
	2	3	0	0	999.00
	3	5	0	0	999.00
	4	5	0	0	999.00
	5	3	0	0	999.00
	6	1	0	0	999.00
	7	1	0	0	999.00
	8	1	0	0	999.00

The next two lines of output specify that the FLSIP model is being used and what availability probability was used to determine the .25 FLSIP allowances. All computations start at the 90% level (ie-computations produce allowances adequate to provide a 90% probability that the ship will have as many repair parts as demands for repair parts during any given 90 day period of time).

The fourth line of output is the total cost of all allowances required to satisfy the probability level previously specified. This cost is shown after the letters

"XSUM". If XSUM is less than or equal to BUDH, then the repair parts computed during that step will be used as the repair parts for this model. If XSUM is greater than BUDH, then the probability level will be reduced by 5% and another set of repair parts will be computed. In our example, XSUM for the 90% probability level is \$3058.00 which is less than the budget limit of \$10498.95 so the repair parts computed for this level are used.

The number of spare parts are the last thing shown on this part of the output page. In our example, item numbers (spares type) 1,6,7 and 8 are each assigned one shipboard spare, item numbers 2 and 5 are each assigned three shipboard spares and item numbers 3 and 4 are each assigned five shipboard spares.

For this research, it was assumed that no support could be received from sources other than the shipboard allowances so no spares are assigned to the tender or base levels of supply. The 999.00 in the "FACTOR" column indicates that the allowances shown were determined by the program instead of specified so the 999.00 should be ignored. When spares are specified, the number in this column is a spares multiplier which is explained fully in Appendix B under Card Type 18.

C. EXAMPLE OF A 100% FUNDED MARGINAL ANALYSIS MODEL

When the Marginal Analysis model uses the total costs of an unconstrained .25 FLSIP model allowance as the budget constraint, it is referred to as a 100% funded Marginal Analysis model. For the system in Figure 4.1, the cost of the allowances computed using the unconstrained .25 FLSIP model were \$3058.00; so \$3058.00 will be used as the budget constraint for the 100% funded marginal analysis model processing for that system.

TABLE VI

Marginal Analysis Example: Allowance Determination Output

SPARES WILL BE DETERMINED WITH MARGINAL ANALYSIS

BUDGET IS 3058.

THE COST OF ITEM 1 IS 150.00

THE COST OF ITEM 2 IS 151.00

THE COST OF ITEM 3 IS 152.00

THE COST OF ITEM 4 IS 153.00

THE COST OF ITEM 5 IS 154.00

THE COST OF ITEM 6 IS 155.00

THE COST OF ITEM 7 IS 156.00

THE COST OF ITEM 8 IS 157.00

ALL SPARES HAVE BEEN COMPUTED

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
1		0	0	0	999.00
2		3	0	0	999.00
3		5	0	0	999.00
4		4	0	0	999.00
5		3	0	0	999.00
6		1	0	0	999.00
7		1	0	0	999.00
8		2	0	0	999.00

The allowance computation outputs for a Marginal Analysis allowance determination model are different from those for the FLSIP model as shown on Table VI. The first line of output for the Marginal Analysis model is the statement that spares are determined using Marginal Analysis. The budget constraint and unit cost of each item are then printed as well as a statement indicating that all allowances have been computed. The allowance quantities are printed last. For the marginal analysis model, item numbers 6 and 7 are each assigned one spare, item number 8 is assigned two spares, item numbers 2 and 5 are each assigned three spares, item number 4 is assigned four spares, item 3

is assigned five spares and item number 1 is not assigned any spares. Note the differences in the allowances computed using the FLSIP and Marginal Analysis models. The total cost of the allowances determined by the Marginal Analysis model are only \$2912.00 compared to \$3058.00 for the FLSIP model because the next most cost effective part would have made the total investment in the Marginal Analysis model higher than that of the FLSIP model. Since the system presently in use is the FLSIP system, all unavoidable advantages in comparisons were given to the FLSIP system.

D. EXAMPLE OF A 100% FUNDED AVAILABILITY MODEL

When the Availability model also uses the total costs of an unconstrained .25 FLSIP model allowance as the budget constraint, then the Availability model is referred to as a 100% funded Availability model.

The allowance computation outputs for the Availability allowance determination model are different from the other models as shown on Table VII. The first line of output for the Availability model is the statement that spares were computed using the JEE formula. JTIME and TOTSPR are simply printouts of the input data on the JEE Data card. JTIME equals the number of hours simulated (90 days X 24 hours) and TOTSPR is the maximum number of spares which can be considered for any one repair part; for this example the TOTSPR used was 9. The availability matrix for each spare is then computed. After the availability matrix for the last spare has been printed, the output will indicate that the JEE algorithm has been entered.

Table VII shows the optimal allowances for the 100% funded availability model for the system in Figure 4.1. Item numbers 1, 6 and 7 are each assigned two spares, item number 8 is assigned four spares, item numbers 2 and 5 are

TABLE VII

Availability Model: Allowance Determination Output

SPARES BEING COMPUTED USING JEE FORMULA

JTIME IS 2160

TOTSPPR IS 9

AVAILABILITY MATRIX FOR SPARE 1 is:

1	0	0.0	0.917227
1	1	150.00	0.996140
1	2	300.0	0.999503
1	3	450.00	0.999598
1	4	600.0	0.999600
1	5	750.00	0.999600
1	6	900.0	0.999600
1	7	1050.00	0.999600
1	8	1200.0	0.999600
1	9	1350.00	0.999600

AVAILABILITY MATRIX FOR SPARE 2 is:

2	0	0.0	0.236928
2	1	151.00	0.578793
2	2	302.0	0.823139
2	3	453.00	0.938486
2	4	604.0	0.978945
2	5	755.00	0.990192
2	6	906.0	0.992774
2	7	1057.00	0.993277
2	8	1208.0	0.993362
2	9	1359.00	0.993375

AVAILABILITY MATRIX FOR SPARE 3 is:

3	0	0.0	0.056135
3	1	152.00	0.219219
3	2	304.0	0.453899
3	3	456.00	0.676929
3	4	608.0	0.834411
3	5	760.00	0.922537
3	6	912.0	0.963249
3	7	1064.00	0.979219
3	8	1216.0	0.984649
3	9	1368.00	0.986275

AVAILABILITY MATRIX FOR SPARE 4 is:

4	0	0.0	0.056135
4	1	153.00	0.219219
4	2	306.0	0.453899
4	3	459.00	0.676929
4	4	612.0	0.834411
4	5	765.00	0.922537
4	6	918.0	0.963249
4	7	1071.00	0.979219
4	8	1224.0	0.984649
4	9	1386.00	0.986275

AVAILABILITY MATRIX FOR SPARE 5 is:

5	0	0.0	0.236928
---	---	-----	----------

5	1	154.00	0.578793
5	2	308.00	0.823139
5	3	462.00	0.938486
5	4	616.00	0.978945
5	5	770.00	0.990192
5	6	924.00	0.992774
5	7	1078.00	0.993277
5	8	1232.00	0.993362
5	9	1386.00	0.993375

AVAILABILITY MATRIX FOR SPARE 6 is:

6	0	0.0	0.749762
6	1	155.00	0.964979
6	2	310.00	0.995582
6	3	465.00	0.998456
6	4	620.00	0.999657
6	5	775.00	0.998668
6	6	930.00	0.998668
6	7	1085.00	0.998668
6	8	1240.00	0.999668
6	9	1395.00	0.998668

AVAILABILITY MATRIX FOR SPARE 7 is:

7	0	0.0	0.749762
7	1	156.00	0.964979
7	2	312.00	0.995582
7	3	468.00	0.998456
7	4	624.00	0.998657
7	5	780.00	0.998668
7	6	936.00	0.998668
7	7	1092.00	0.998668
7	8	1248.00	0.998668
7	9	1404.00	0.998668

AVAILABILITY MATRIX FOR SPARE 8 is:

8	0	0.0	0.421473
8	1	157.00	0.785388
8	2	314.00	0.941040
8	3	471.00	0.985012
8	4	628.00	0.994242
8	5	785.00	0.995777
8	6	942.00	0.995988
8	7	1099.00	0.996013
8	8	1256.00	0.996015
8	9	1413.00	0.996015

JEEALG SUBROUTINE HAS BEEN ENTERED

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
	1	2	0	0	999.00
	2	5	0	0	999.00
	3	0	0	0	999.00
	4	0	0	0	999.00
	5	5	0	0	999.00
	6	2	0	0	999.00
	7	2	0	0	999.00
	8	4	0	0	999.00

each assigned five spares, and item numbers 3 and 4 are not assigned any spares.

If an optimal combination of spares can be determined by the algorithm, the last output will show the quantities of spares computed. However, there are two reasons why the computation of an optimal combination of spares may not be possible. First, the program can handle a maximum of only 9 spares for any given repair part. So, if the optimal solution has any repair parts with more than 9 spares, it cannot be computed. Second, the maximum number of undominated combinations which can be handled by the program is 99 and, if more than 99 undominated combinations are required in any matrix to reach the desired budget constraint, then the optimal solution cannot be computed. If this condition exists, the output will print: "OPTIMAL SOLUTION CANNOT BE COMPUTED". Even though an optimal solution cannot be computed, a set of spare parts will be generated and printed. It should be remembered however that these allowances are not optimal.

E. BUDGET CONSTRAINED EXAMPLES

Any dollar amount can be used as a budget constraint for the three allowance determination models. The FLSIP model will not compute allowances any higher than required to meet its insurance and availability objectives and therefore may not use all funds available. The marginal analysis and availability models will keep assigning spares until the budget constraint is reached.

For this research effort, the performance of the models was observed at budget constraints which were less than necessary to provide fully funded .25 FLSIP allowances. Examples are provided below for the allowance computation outputs for the three models using a budget constraint equal

to 75% of the costs of an unconstrained .25 FLSIP allowance for the system in Figure 4.1. The 75% budget constraint is equal to \$2295.00.

The allowance computation outputs for the 75% funded .25 FLSIP model are shown on Table VIII. The program had to compute allowances at six different availability levels before it found one that would produce allowances costing less than the budget constraint (see Chapter 3, section A, for an explanation of this process). At the 90% and 85% availability levels, the allowances computed would cost \$3058.00, and at the 80%, 75%, and 70% availability levels, the allowances computed would cost \$2448.00. Different availability levels can have the same costs as discussed in detail in Chapter 3, section A. All of these allowance alternatives are more costly than the allowed budget. Not until the computation of the 65% availability level is an allowance combination reached (costing \$2143.00) which is less than the budget constraint. The combination of repair parts computed as the 65% allowance level is then used in the TIGER simulation program to compute availabilities.

The allowance computation outputs for the 75% funded Marginal Analysis model are shown on Table IX. The only differences in the output for the 75% funded model and the 100% funded model (Table VI) are the budget constraint used and the allowances specified. The printout for the marginal analysis model does not show the different steps the program is going through to determine the allowances as does the .25 FLSIP model. However, the constrained runs do produce different allowances as can be seen by comparing Tables VI and IX. The 75% funded allowances have one additional spare for item number 1 but have one less spare for item numbers 2, 3, 4, 5 and 8.

TABLE VIII

FLSIP Example(75% funding) : Allowance Determination Output

BUDH 2409.75

SPARES BEING COMPUTED USING FLSIP

XAVAIL = 0.9000

XSUM = 3058.00

XAVAIL = 0.8500

XSUM = 3058.00

XAVAIL = 0.8000

XSUM = 2448.00

XAVAIL = 0.7500

XSUM = 2448.00

XAVAIL = 0.7000

XSUM = 2448.00

XAVAIL = 0.6500

XSUM = 2143.00

FLSIP ALLOWS CONSTRAINED BY BUDGET, XAVAIL=.650000

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
1	1	0	0	999.00	
2	2	0	0	999.00	
3	3	0	0	999.00	
4	3	0	0	999.00	
5	2	0	0	999.00	
6	1	0	0	999.00	
7	1	0	0	999.00	
8	1	0	0	999.00	

The allowance computation outputs for the 75% funded Availability model are shown on Table X. The outputs are the same as for the 100% funded Availability model (Table VII) except for the allowances determined. Like the

TABLE IX

75% Funded Marginal Analysis Example: Allowance
Determination Output

SPARES WILL BE DETERMINED WITH MARGINAL ANALYSIS

BUDGET IS 2295.

THE COST OF ITEM 1 IS 150.00

THE COST OF ITEM 2 IS 151.00

THE COST OF ITEM 3 IS 152.00

THE COST OF ITEM 4 IS 153.00

THE COST OF ITEM 5 IS 154.00

THE COST OF ITEM 6 IS 155.00

THE COST OF ITEM 7 IS 156.00

THE COST OF ITEM 8 IS 157.00

ALL SPARES HAVE BEEN COMPUTED

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
1	1	0	0	999.00	
2	2	0	0	999.00	
3	4	0	0	999.00	
4	3	0	0	999.00	
5	2	0	0	999.00	
6	1	0	0	999.00	
7	1	0	0	999.00	
8	1	0	0	999.00	

Marginal Analysis model, the Availability model does not show the different steps the program is going through to determine the allowances.

TABLE X

75% Funded Availability Example: Allowance Determination
Output

SPARES BEING COMPUTED USING JEE FORMULA

JTIME IS 2160

TOTSPR IS 9

AVAILABILITY MATRIX FOR SPARE 1 is:

1	0	0.0	0.917227
1	1	150.00	0.996140
1	2	300.0	0.999503
1	3	450.00	0.999598
1	4	600.0	0.999600
1	5	750.00	0.999600
1	6	900.0	0.999600
1	7	1050.00	0.999600
1	8	1200.0	0.999600
1	9	1350.00	0.999600

AVAILABILITY MATRIX FOR SPARE 2 is:

2	0	0.0	0.236928
2	1	151.00	0.578793
2	2	302.0	0.823139
2	3	453.00	0.938486
2	4	604.0	0.978945
2	5	755.00	0.990192
2	6	906.0	0.992774
2	7	1057.00	0.993277
2	8	1208.0	0.993362
2	9	1359.00	0.993375

AVAILABILITY MATRIX FOR SPARE 3 is:

3	0	0.0	0.056135
3	1	152.00	0.219219
3	2	304.0	0.453899
3	3	456.00	0.676929
3	4	608.0	0.834411
3	5	760.00	0.922537
3	6	912.0	0.963249
3	7	1064.00	0.979219
3	8	1216.0	0.984649
3	9	1368.00	0.986275

AVAILABILITY MATRIX FOR SPARE 4 is:

4	0	0.0	0.056135
4	1	153.00	0.219219
4	2	306.0	0.453899
4	3	459.00	0.676929
4	4	612.0	0.834411
4	5	765.00	0.922537
4	6	918.0	0.963249
4	7	1071.00	0.979219
4	8	1224.0	0.984649
4	9	1386.00	0.986275

AVAILABILITY MATRIX FOR SPARE 5 is:

5	0	0.0	0.236928
5	1	154.00	0.578793
5	2	308.0	0.823139
5	3	462.00	0.938486
5	4	616.0	0.978945
5	5	770.00	0.990192
5	6	924.0	0.992774
5	7	1078.00	0.993277
5	8	1232.0	0.993362
5	9	1386.00	0.993375

AVAILABILITY MATRIX FOR SPARE 6 is:

6	0	0.0	0.749762
6	1	155.00	0.964979
6	2	310.0	0.995582
6	3	465.00	0.998456
6	4	620.0	0.998657
6	5	775.00	0.998668
6	6	930.0	0.998668
6	7	1085.00	0.998668
6	8	1240.0	0.998668
6	9	1395.00	0.998668

AVAILABILITY MATRIX FOR SPARE 7 is:

7	0	0.0	0.749762
7	1	156.00	0.964979
7	2	312.0	0.995582
7	3	468.00	0.998456
7	4	624.0	0.998657
7	5	780.00	0.998668
7	6	936.0	0.998668
7	7	1092.00	0.998668
7	8	1248.0	0.998668
7	9	1404.00	0.998668

AVAILABILITY MATRIX FOR SPARE 8 is:

8	0	0.0	0.421473
8	1	157.00	0.785388
8	2	314.0	0.941040
8	3	471.00	0.985012
8	4	628.0	0.994242
8	5	785.00	0.995777
8	6	942.0	0.995988
8	7	1099.00	0.996013
8	8	1256.0	0.996015
8	9	1413.00	0.996015

JEEALG SUBROUTINE HAS BEEN ENTERED

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
	1	2	0	0	999.00
	2	4	0	0	999.00
	3	0	0	0	999.00
	4	0	0	0	999.00
	5	4	0	0	999.00
	6	1	0	0	999.00
	7	1	0	0	999.00
	8	3	0	0	999.00

V. EVALUATION AND COMPARISON OF THE MODELS

A. SYSTEMS USED FOR EVALUATION

The four systems shown on Figures 5.1 through 5.4 were used to evaluate the three allowance determination models. The systems were selected to illustrate the relative effectiveness of the models in situations where the degree of designed-in system redundancy differs significantly. For example, System A has no designed-in redundancy and will fail whenever any one of the eight components fails whereas System D has a significant degree of designed-in redundancy and will not fail as long as components 1, 8 and 6 or 7 don't fail or components 1, 8 and 2 or 3 and 4 or 5 don't fail.

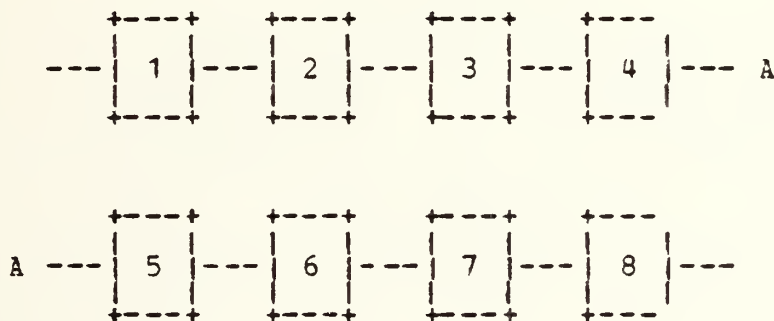


Figure 5.1 System A

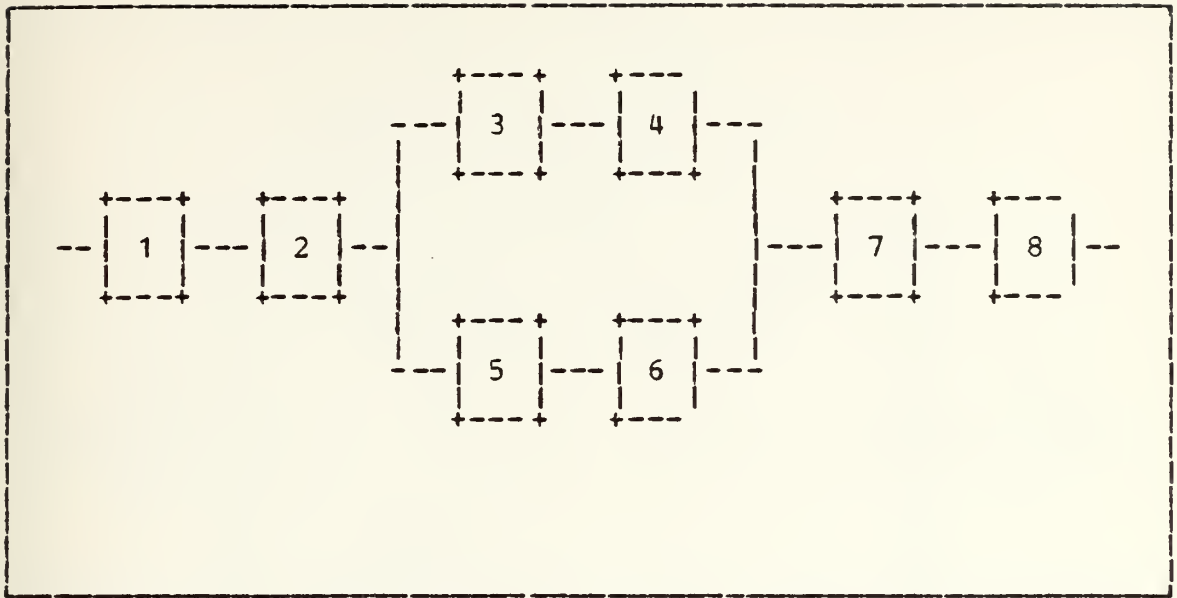


Figure 5.2 System B

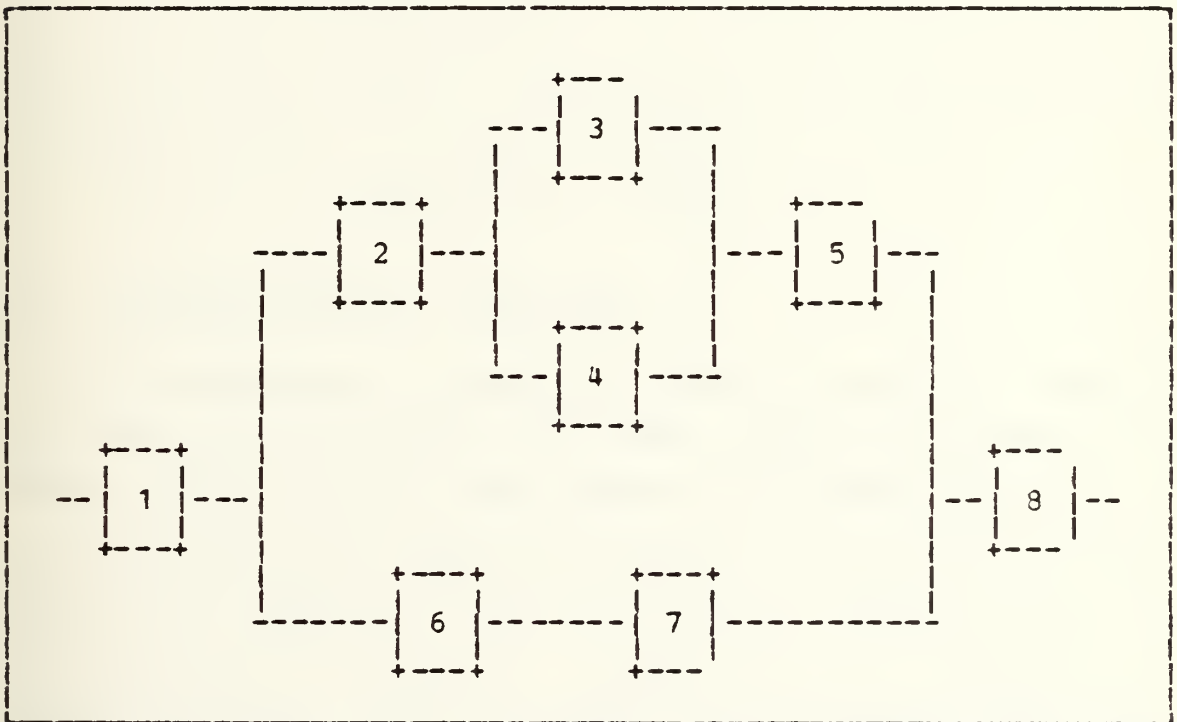


Figure 5.3 System C

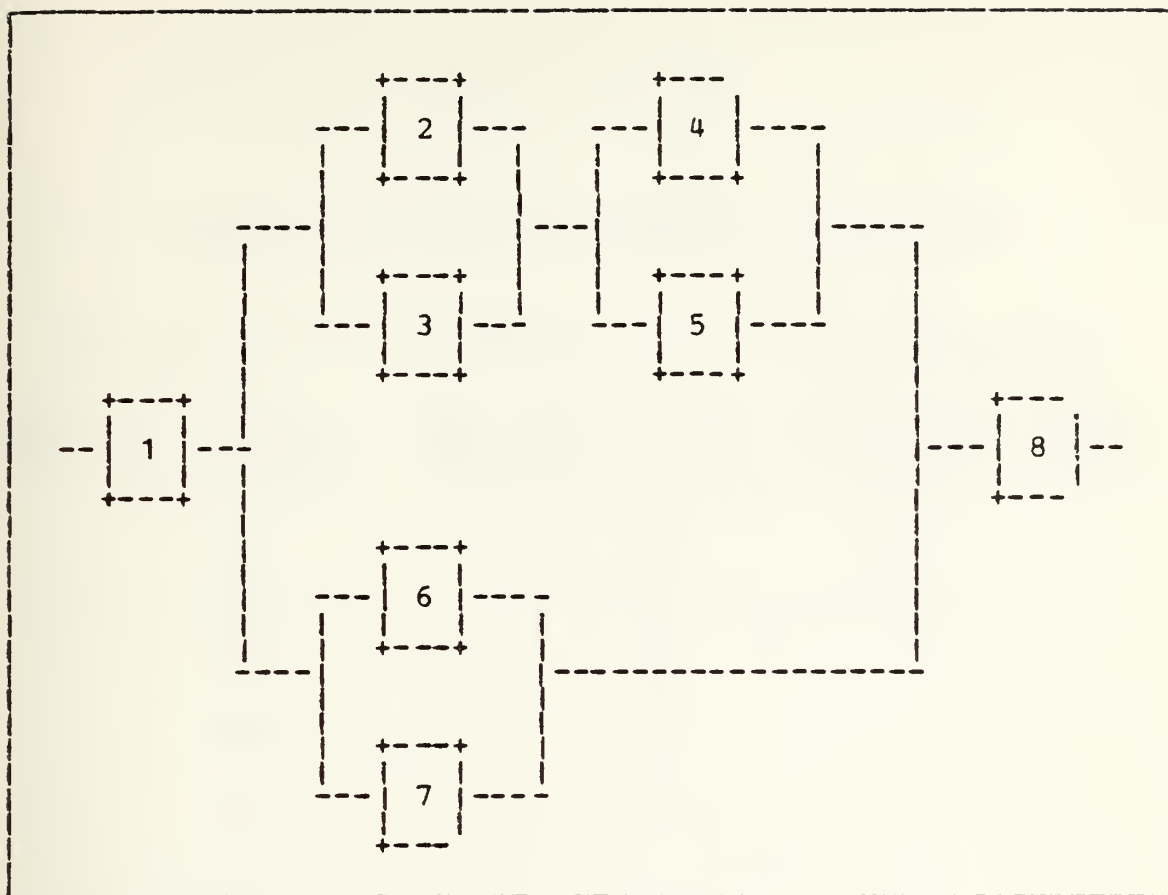


Figure 5.4 System D

B. SCENARIOS USED FOR EVALUATION

The twenty-seven different scenarios shown in Table XI were used in evaluating the three allowance determination models for each of the four systems discussed above.

Since the Marginal Analysis and Availability models explicitly consider component costs and MTBF as part of the allocation algorithm, the three models were compared on systems having a range of variabilities in component unit costs and MTBFs. Any advantages offered by algorithms which consider unit costs should be most apparent for cases in which unit cost variabilities are high. Likewise, any

TABLE XI
Test Scenarios

(Cases are defined in Figures 5.5 and 5.6)

100% Funding *		75% Funding *		50% Funding *	
Part Cost Variance	MTBF Variance	Part Cost Variance	MTBF Variance	Part Cost Variance	MTBF Variance
Case A	Case 1	Case A	Case 1	Case A	Case 1
Case B	Case 1	Case B	Case 1	Case B	Case 1
Case C	Case 1	Case C	Case 1	Case C	Case 1
Case A	Case 2	Case A	Case 2	Case A	Case 2
Case A	Case 3	Case A	Case 3	Case A	Case 3
Case B	Case 2	Case B	Case 2	Case B	Case 2
Case C	Case 2	Case C	Case 2	Case C	Case 2
Case B	Case 3	Case B	Case 3	Case B	Case 3
Case C	Case 3	Case C	Case 3	Case C	Case 3

* based on the budget for the Unconstrained .25 FLSIP allowance list

advantages offered by algorithms which consider the MTBFs of the parts in the system should be most apparent for cases in which MTBF variances are high. So as not to bias the results in favor of any given model, comparisons were also made for cases in which the variability in unit costs and MTBFs were low. The three different sets of part costs shown in Figure 5.5 and the three sets of part MTBF data shown in Figure 5.6 were evaluated.

<u>Part Number</u>	<u>Case A</u>	<u>Case B</u>	<u>Case C</u>
1	\$150.00	\$150.00	\$ 50.00
2	151.00	200.00	400.00
3	152.00	100.00	500.00
4	153.00	100.00	500.00
5	154.00	200.00	400.00
6	155.00	50.00	50.00
7	156.00	50.00	50.00
8	157.00	150.00	50.00
Mean	153.50	125.00	250.00
Standard Deviation	2.45	59.76	217.12

Figure 5.5 Part Cost Sets

Since the Marginal Analysis and Availability models are designed to accomodate funding restrictions and the FLSIP model is not, any advantages offered by the former models should be most apparent for cases in which funding constraints are severe. So as not to bias the results in favor of the alternative models, comparisons were also made for systems where funds were adequate to fully fund FLSIP allowances. Thus, the allowances provided by each model for each combination or scenario of part costs and MTBFs were

Part Number	Case 1	Case 2	Case 3
1	1,720	12,720	25,000
2	1,720	1,000	1,500
3	1,720	2,000	750
4	1,720	4,000	750
5	1,720	3,000	1,500
6	1,720	9,000	7,500
7	1,720	7,720	7,500
8	1,720	18,720	2,500
Mean	1,720	7,270	5,875
Standard Deviation	- 0 -	6,095	8,222

Figure 5.6 Part MTBF Sets

determined for 100% (unconstrained), 75%, and 50% funding levels. The unconstrained funding level was based on a fully funded .25 FLSIP allowance for each scenario.

The parts required for a .25 FLSIP allowance to support each system under each scenario were determined first. The cumulative cost of those parts was then established as the 100% funding level. This 100% funding figure was then used as a constraint to establish allowances for each scenario using the Marginal Analysis and Availability models. Next, the funding available was constrained to 75% and 50% of the unconstrained FLSIP funding level for each system and scenario. Spares allowances were determined by using each of the three models for a given constrained funding.

C. TEST RESULTS

The results of running the TIGER simulations for the four systems and the 27 scenarios discussed above are shown in Tables XII and XIII. Each system was simulated over 1000

missions (the maximum allowable in the TIGER simulator). A random number seed of 2222 was used for all simulations. The results include both average availability and instant availability.

Of the three allowance determination models, the availability model is the only one which considers system design. The advantages of considering system design when computing repair part allowances are clear in the example used in Chapter 4 (see Figure 4.1). That system is referred to in this chapter as the "B" system. The cost data and MTBF correspond to cases A and 3, respectively. The allowances computed by each allowance determination model for the "B" system are shown in Figure 5.7.

Since the FLSIP system ignores configuration, it assigns the highest number of spares (5 each) to part numbers 3 and 4 since they are expected to fail the most often and are therefore assumed to need the most support. Since the costs of the parts in this system are almost identical, the marginal analysis model essentially assigns spares (in this situation) to those parts which are expected to fail the most since that maximizes the number of demands that will be filled. This procedure results in almost the same allowances as the FLSIP model.

The Availability model recognizes that there is a more reliable parallel leg which can be supported more cost-effectively and therefore assigns no spares to part numbers 3 and 4. This action leaves extra money available to provide additional support to the other non-redundant parts in the system and results in a 10% improvement in system availability over the FLSIP model allowances and an 8% improvement in system availability over the Marginal Analysis model allowances. The availabilities, both average and instantaneous, listed in Tables XII and XIII are 89/91/98.

TABLE XII

Percent System Availability Achieved

AVERAGE AVAILABILITY

Part Cost Case	MTBF Case	Fund %	(FLSIP/Marginal Analysis/Availability)			
			Sys A	Sys B	Sys C	Sys D
A	1	100	90/90/90	94/94/96	97/97/99	97/97/99
		75	71/71/71	82/82/87	90/90/97	91/91/99
		50	41/41/41	57/57/59	69/69/78	75/75/93
B	1	100	90/89/90	94/95/96	97/aa/99	97/97/99
		75	71/71/72	82/86/87	90/90/98	91/90/99
		50	42/29/36	57/43/50	69/74/90	75/73/95
C	1	100	90/90/b	94/97/97	97/98/99	97/99/99
		75	71/82/82	82/93/97	89/99/99	91/98/99
		50	42/39/39	57/75/80	69/97/98	75/98/99
A	2	100	83/82/82	95/91/95	99/94/99	99/94/99
		75	68/71/71	83/80/91	99/92/99	99/86/99
		50	a	a	85/80/98	a
A	3	100	83/84/83	89/91/98	91/93/99	92/93/99
		75	67/64/69	84/81/94	89/87/99	91/88/99
		50	47/27/49	70/80/87	89/86/99	91/87/99
B	2	100	83/85/85	95/93/95	99/99/99	99/98/99
		75	68/71/71	83/80/88	98/87/99	99/86/99
		50	a	a	a	a
C	2	100	83/83/85	95/93/98	99/99/99	99/99/99
		75	74/75/75	91/86/96	98/99/99	99/99/99
		50	a	a	a	a
B	3	100	83/82/84	89/87/96	91/94/99	92/93/99
		75	74/77/77	70/69/84	92/92/99	91/94/99
		50	47/43/49	66/63/73	89/87/99	91/87/99
C	3	100	83/88/b	89/97/b	91/99/b	92/99/b
		75	74/77/b	85/92/b	91/99/b	91/99/b
		50	47/24/47	70/88/95	85/99/99	91/99/99

	FLSIP	MA	AVA
	----	--	---
Total % Greater Than 90% Availability	50	46	65

- a - budget constraint was too low to compute a FLSIP allowance
b - optimal combination could not be reached

The overall results of the Marginal Analysis model were somewhat disappointing. For the data collected in Tables XII and XIII, the Marginal Analysis model outperformed the FLSIP model only 37% of the time for average availability (FLSIP did better 43% of the time and they tied 20% of the time) and 31% of the time for instant availability (FLSIP did better 16% of the time and they tied 53% of the time). It also achieved greater than 90% average availability only 46% of the time compared to 50% of the time for FLSIP and 65% of the time for the Availability model. Because of the relatively poor performance of this model compared to the FLSIP model, no further analyses will consider the Marginal Analysis model.

As would be expected, the improvements produced by the Availability model over the FLSIP model are always greater in instant availability than in average availability because the Availability model was designed to optimize instant availability. However, the Availability model also always resulted in the same or higher average availability than did the FLSIP model. Of course, in a given simulation, one might observe that the FLSIP model produces higher availability than does the Availability model just due to chance fluctuation. Indeed this happened for scenarios Case B/Case 1 for 50% funding, Case C/Case 1 for 50% funding, and Case A/Case 2 for 100% funding under System A on Table XII. Subsequent simulation runs using different random number seeds yielded the expected results with the Availability model outperforming the FLSIP model with respect to system availability.

As shown on Table XIV, the level of part cost variance has little influence on availability under the FLSIP model while the level of MTBF variance does significantly affect availability. This is as expected since the FLSIP model

TABLE XIII

Percent System Availability Achieved

INSTANT AVAILABILITY

Part Cost Case	MTBF Case	Fund %	(FLSIP/Marginal Analysis/Availability)			
			Sys A	Sys B	Sys C	Sys D
A	1	100	72/72/72	94/94/96	97/97/99	97/97/99
		75	30/30/30	82/82/93	90/90/97	91/91/99
		50	4/4/4	57/57/59	69/69/78	75/75/93
B	1	100	72/72/72	94/95/96	97/97/99	97/97/99
		75	30/32/32	82/86/87	90/90/98	91/90/99
		50	10/10/10	57/43/50	69/74/90	75/73/95
C	1	100	72/74/b	94/97/97	97/98/99	97/99/99
		75	30/53/52	82/93/97	89/99/99	91/98/99
		50	4/6/7	57/75/80	69/97/98	75/98/99
A	2	100	58/57/57	95/91/95	99/94/99	99/94/99
		75	30/38/38	83/80/89	99/92/99	99/86/99
		50	a	a	85/80/98	a
A	3	100	55/62/55	89/91/98	91/93/99	92/93/99
		75	23/21/25	84/81/94	89/87/99	91/88/99
		50	4/2/9	70/80/87	89/86/99	91/87/99
B	2	100	58/60/60	95/93/95	99/99/99	99/98/99
		75	30/38/38	83/80/88	98/86/99	99/87/99
		50	a	a	a	a
C	2	100	58/57/59	95/93/98	99/99/99	99/99/99
		75	39/40/40	91/86/96	98/99/99	99/99/99
		50	a	a	a	a
B	3	100	55/58/62	89/87/96	91/94/99	92/93/99
		75	34/40/40	70/69/84	92/92/99	91/94/99
		50	4/6/8	66/63/73	89/87/99	91/87/99
C	3	100	55/64/b	89/97/b	91/99/b	92/99/b
		75	34/36/b	85/92/b	91/99/b	91/99/b
		50	4/1/4	70/88/95	85/99/99	91/99/99

	FLSIP	MA	AVA
	----	--	---
Total % Greater Than 90% Availability	20	21	52

- a - budget constraint was too low to compute a FLSIP allowance
b - optimal combination could not be reached

Allowance Determination Model	Allowances							
	Part Number							
	1	2	3	4	5	6	7	8
FLSIP	1	3	5	5	3	1	1	1
Marginal Analysis	0	3	5	4	3	1	1	2
Availability	2	5	0	0	5	2	2	4

Figure 5.7 Allowances for Sample System

does explicitly consider MTBF (through the demand rate) but it does not consider part costs.

As shown on Table XIV, the part cost variability has some effect on system availability when the availability model is used. However, the variability in MTBF's has a much more significant effect. Since the systems evaluated in Table XIV are fully funded systems, it appears that in the Availability model the influence of MTBF variance and system configuration are much more important in determining parts allowances than part costs are when the system is relatively well funded.

For both the FLSIP model and the Availability model, the level of availability improves as the systems become more redundant. The general improvement in availability as system redundancy increases is expected from reliability theory. As shown on Table XV, the percentage improvement with the Availability model is much higher than with the FLSIP model. This could also be anticipated since the Availability model is an optimization model which would increasingly enhance the reliability of a system as the system became more and more reliable itself; while the FLSIP model would provide the same level and type of support to

TABLE XIV

Average Availability: Actual MTBF Used to Compute Allowances

(100% Fully Funded Scenarios)

MTBF Case	No Redun						Low Redun					
	FLSIP			AVA			FLSIP			AVA		
	1	2	3	1	2	3	1	2	3	1	2	3
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Part Cost Case												
Case A	90	83	83	90	82	83	94	95	89	96	95	98
Case B	90	83	83	90	85	84	94	95	89	96	95	96
Case C	90	83	83	a	85	a	94	95	89	97	98	a

MTBF Case	Med Redun						Hi Redun					
	FLSIP			AVA			FLSIP			AVA		
	1	2	3	1	2	3	1	2	3	1	2	3
	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Part Cost Variance Case												
Case A	97	99	91	99	99	99	97	99	92	99	99	99
Case B	97	99	91	99	99	99	97	99	92	99	99	99
Case C	97	99	91	99	99	a	97	99	92	99	99	a

a - no optimal solution could be found using the JEE algorithm programmed for this research.

all systems regardless of how reliable the system might be. This results in providing support to components for which additional support is not needed at the expense (tradeoff) of not having extra support in areas which could use it.

TABLE XV

Percent Decrease in Unavailability By Using Availability Allowances Vice FLSIP

Part Cost Var Case	MTBF Var Case	Fund %	No	Redun	Low	Redun	Med	Redun	Hi	Redun
A	1	100	Same		28		47		56	
		75	Same		28		69		86	
		50	Same		6		29		72	
B	1	100	Same		28		52		57	
		75	3		30		80		27	
		50	(9)		8		68		81	
C	1	100	NOPT		41		57		57	
		75	10		82		87		87	
		50	(4)		54		95		95	
A	2	100	(8)		3		65		80	
		75	9		46		69		48	
		50	a		a		89		a	
A	3	100	Same		79		94		94	
		75	5		60		93		95	
		50	4		55		95		95	
B	2	100	10		12		78		80	
		75	9		27		78		48	
		50	a		a		a		a	
C	2	100	11		59		84		84	
		75	1		53		88		87	
		50	a		a		a		a	
B	2	100	10		66		94		95	
		75	12		49		92		95	
		50	3		21		94		95	
C	3	100	NOPT		NOPT		NOPT		NOPT	
		75	NOPT		NOPT		NOPT		NOPT	

Percent Improvement	#	%	#	%	#	%	#	%
50 %	0	0	10	45	21	91	20	90
75 %	0	0	2	9	15	65	16	73
90 %	0	0	0	0	8	35	8	35

a - FLSIP allowances could not be computed at budget constraint specified

NOPT - an optimal solution could not be obtained using the Availability Model

The FLSIP system is designed to have a 90% probability of not running out of a specific part during a 90 day mission. This part availability goal cannot be converted directly to an equipment availability goal; however it is of interest to compare how often systems were available at least 90% of the time under each model. As shown at the bottom of Table XII for average availability, allowances developed using the .25 FLSIP model achieved 90% availability only 50% of the time while allowances developed using the Availability model achieved 90% availability 65% of the time. For instant availability, the .25 FLSIP model achieved 90% availability only 20% of the time while allowances developed using the Availability model achieved 90% availability 52% of the time as shown on Table XIII. The Availability model shows its greatest advantage over FLSIP for cases in which less than 100% funding was available as shown in Figure 5.8.

<u>Average Availability</u>		
<u>Funding Level</u>	<u>FLSIP Model</u>	<u>AVA Model</u>
100 %	89 %	100 %
75 %	56 %	83 %
50 %	16 %	68 %

Figure 5.8 Percentage of Times Allowances Achieved 90% Average System Availability

D. INACCURATE INPUT DATA

One measure of interest when evaluating mathematical models is the "robustness" of the models. That is, how well do the models work when there are deviations from the

assumptions upon which the models are derived. This section examines one such robustness issue. The effectiveness results of the three models are compared for the hypothetical case in which the values input for the MTBF parameters are assumed to be in error. Simulations were run with the 100% funded allowances where the usage rate was assumed to actually be twice as high (MTBF is half as high) as the figures used above to compute the allowances. The results of those simulations are shown on Table XVI.

As before, the effectiveness results are better with the Availability model than with the FLSIP model. However, the improvement afforded by the Availability model is even greater when the MTBF values are lower as shown on Table XVII. In the results summarized in Table XVI, only 17% of the scenarios using FLSIP model allowances achieved an equipment availability of 90% or better while more than 44% of the scenarios using Availability model allowances achieved the 90% criteria. The better performance of the Availability model in this situation is to be expected since it will focus support on those items which are most critical to the operation of the system at the expense of those components which are redundant. Then, since repair parts are concentrated in the critical components, failures more frequent than expected will not have as serious effect on system availability in contrast to the FLSIP model which attempts to cover all the bases.

Repair parts allowances determined using the Availability model often resulted in a smaller range of repair parts being carried than under the FLSIP model. This was particularly true when a severe budget constraint was imposed. For example, the unconstrained .25 FLSIP allowances and the Availability allowances for System D with Case B Part Costs and Case 2 MTBFs are shown in Figure 5.9. Both

TABLE XVI

Inaccurate MTBF Data: Percent System Availability Achieved

Average Availability

Part Cost Var Case	MTBF Var Case	Fund %	No FLSIP	Redun AVA	Low FLSIP	Redun AVA	Med FLSIP	Redun AVA	Hi FLSIP	Redun AVA
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
A	1	100	61	61	73	84	58	74	86	98
B	1	100	61	61	73	82	58	80	86	97
C	1	100	61	a	73	91	58	92	86	98
A	2	100	54	54	77	83	96	99	97	99
A	3	100	52	55	65	92	76	99	77	99
B	2	100	54	58	77	79	95	99	97	99
C	2	100	54	59	77	89	95	99	97	99
B	3	100	52	53	65	82	76	99	77	99
C	3	100	52	a	65	a	76	a	77	a
Percentage Achieving 90%			-0-	-0-	-0-	25	33	75	33	100

Instant Availability

A	1	100	10	10	26	51	4	24	56	96
B	1	100	10	10	26	48	4	34	56	96
C	1	100	10	a	26	78	4	79	56	98
A	2	100	9	9	36	52	84	99	92	99
A	3	100	4	5	20	77	42	96	47	99
B	2	100	9	11	36	40	83	99	93	99
C	2	100	9	13	36	66	83	99	93	99
B	3	100	5	5	20	46	42	99	47	99
C	3	100	5	a	20	a	42	a	47	a
Percentage Achieving 90%			-0-	-0-	-0-	-0-	-0-	63	33	100

Summary: Average Availability: FLSIP $6/36 = 17\%$
 AVA $14/32 = 44\%$

Instant Availability: FLSIP $3/36 = 8\%$
 AVA $13/32 = 41\%$

a - no optimal solution could be found using the
 Availability formula

TABLE XVII

Inaccurate MTBF Data: Percent Decrease in Unavailability

Percent Decrease in Unavailability Using
Availability Model Instead of FLSIP Model

Average Unavailability

Part Cost Var Case	MTBF Var Case	Fund %	No	Redun	Low Redun	Med Redun	Hi Redun
A	1	100	Same		39	39	82
B	1	100	Same		34	53	82
C	1	100	NOPT		66	82	84
A	2	100	Same		28	83	90
A	3	100	9		76	94	96
B	2	100	9		10	87	91
C	2	100	11		55	92	90
B	3	100	5		48	95	96
C	3	100	NOPT		NOPT	NOPT	NOPT

Instant Availability

A	1	100	Same	34	21	92
B	1	100	Same	30	31	92
C	1	100	NOPT	71	78	96
A	2	100	Same	25	94	97
A	3	100	1	71	94	98
B	2	100	2	5	93	99
C	2	100	4	47	99	75
B	3	100	1	32	97	99
C	3	100	NOPT	NOPT	NOPT	NOPT

NOPT - no optimal solution could be found using the
Availability formula

of the above allowances cost exactly \$1700.00. The FLSIP allowance resulted in average availability of .9925 while the Availability model allowances resulted in average availability of .9985; so that slightly better availability was achieved with only half the number of line items stocked by the Availability model. This phenomenon is not peculiar to this one case. The Availability model calculated fewer line items than the FLSIP model for every scenario in which the

system being evaluated had any designed-in redundancy. It also calculated fewer line items than the FLSIP model for about one-third of those systems which had no built in redundancy. These results show that separate range and depth calculations are not necessarily needed in repair parts allowance determination models. The single criteria used by the Availability model implicitly excludes many items from range consideration by assigning them an allowance quantity of zero. The Marginal Analysis model reviewed in this research does the same thing.

Allowance Model	Part Number							
	1	2	3	4	5	6	7	8
FLSIP	1	4	2	1	1	1	1	1
Availability	5	0	0	0	0	3	4	4

Figure 5.9 System D Allowances

VI. SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

A. SUMMARY

The NAVSEA TIGER simulation model was modified in this thesis for use in evaluating three allowance determination models: the FLSIP model, the Marginal Analysis model, and the Availability model. The FLSIP model was originally included as part of the TIGER model so that FLSIP repair part allowances could automatically be computed if desired. Subprograms were written for this thesis so that repair parts for the other two models could automatically be computed by the TIGER model also. The modifications to the TIGER model made by Leather [Ref. 1: p.1] were utilized as well as his recommendation for converting BRP data into MTBF data for use in the TIGER model. The allowance computations and simulations were run on the IBM System 3033 located at the Naval Postgraduate School.

Four sample systems with varying degrees of designed-in redundancy were used to evaluate the effectiveness of the allowance determination models. Different combinations of unit cost and MTBF data were also used to evaluate the relative importance of these data elements in each of the models. And finally, different levels of funding availabilities were used to evaluate the robustness of each model with respect to funding constraints.

The effectiveness of each model for every system and scenario was obtained at three funding levels. First, the effectiveness of each model for each system/scenario combination was determined using a budget constraint equal to the cost of the allowances determined using an unconstrained .25 FLSIP model. Then the effectiveness of each model for each

system/scenario combination was determined using 75% and then 50% of the original amount.

The effectiveness of the allowance determination models was measured by the simulated availability of the systems being supported. The measures of effectiveness used were:

$$\text{Average availability} = \frac{\text{Summation of Uptime for All Missions Simulated}}{\text{Summation of Total Mission Calendar Time for all Missions Simulated}}$$

$$\text{Instant availability} = \frac{\text{Number of Missions Up at Time (t)}}{\text{Total Number of Missions Simulated}}$$

B. CONCLUSIONS

The Marginal Analysis model was not found to be significantly more effective than the FLSIP model and was decidedly less effective than the Availability model from an overall perspective. The Availability model was always at least as effective as the FLSIP model and it significantly outperformed the FLSIP model where funding constraints precluded 100% funded FLSIP allowances and where the MTBF were reduced by 50% to simulate a case of inaccurate failure rate data.

It was observed that changing the FLSIP cut point is not an effective method for accommodating budget constraints in systems with mostly high failure rate components. The FLSIP cut point is the dividing line between those low demand items which should be protected by an "insurance" allowance and those which should not. However, if all or most of the parts in a system have high enough demands to qualify for stocking on a demand based criteria, then changing the FLSIP cut point will not effect the number of these parts carried and therefore cannot be used to accommodate budget constraints. Use of the Availability model is a much more

effective method for accommodating budget constraints in these situations.

There was no significant difference in the effectiveness of systems supported by FLSIP determined allowances and Availability determined allowances when the system was non-redundant. As system redundancy increased, the availability improved for both FLSIP and Availability allowances. However, the magnitude of the improvement was significantly greater with the Availability allowances.

Fully funded .25 FLSIP allowances resulted in 90% system availability only 50% of the time even though the repair parts carried should theoretically have been sufficient to satisfy 90% of all repair part requests. Availability allowances at the same level of funding achieved 90% availability 65% of the time.

Repair part allowances determined using the Availability model often resulted in a smaller range of repair parts carried than did the FLSIP model. This was particularly true when a severe budget constraint was imposed. Finally, the Availability model incorporates both a range and depth capability illustrating that separate range and depth criteria are not required in all allowance determination models.

C. RECOMMENDATIONS

1. Further analysis of the Marginal Analysis model used in this research is not justified. Other marginal analysis models may be better and could be investigated in the same manner because of the ease in obtaining and entering the minimal amount of data required for this type of model.

2. System availability should be used as the measure of effectiveness for shipboard allowance determination models. This would require that a "standard" of effectiveness be

defined. If the present FLSIP system meets the established availability goals then no further development of allowance determination systems would be required. On the other hand, if the present FLSIP system does not meet the established goals, then further development of an improved allowance determination system would be justified.

3. The use of the Availability model for determining shipboard repair part allowances should be further investigated. The importance of the various variables in the Availability model should be clarified. For example, is an improvement in repair time more important than an improved set of repair part allowances or are actual repair times really needed at all? The types of systems where availability can be improved the most should also be determined; ie. systems with mostly high failure rate parts or low failure rate parts, systems with many components or only a few components, systems with a lot of designed in redundancy or only a little redundancy, etc. The TIGER simulator could be used to evaluate these various factors on a detailed basis.

4. The TIGER simulator or an improved version of a follow-on simulator should be used to evaluate the relative importance of the major factors in the shipboard operating environment which influence system availability (ie. inaccurate MTBF reporting, configuration data, etc.). The TIGER simulator is easy to understand and easy to use. Once input data has been prepared, an allowance computation and simulation of 1000 missions can be run interactively on an IBM 3033 in two to six seconds of computer time. For example, it could be used to evaluate the effect of having bad BRF data when computing shipboard allowances using the FLSIP procedures to see how much emphasis should be placed on

obtaining better data. If equipment availability is relatively insensitive to inaccurate BRF data, then the improvement of data collection techniques can be ignored. If equipment availability is seriously degraded when BRF data is lower than actual failure rates, then the development of improved data collection techniques should be given a high priority. The TIGER simulator could also be used to evaluate what other factors in the logistics system are most pertinent in achieving better equipment availability so that emphasis can be placed on developing allowance determination models that include those important factors instead of factors that are less influential.

APPENDIX A

ACRONYMS

BRF	Best Replacement Factor
FLSIP	Fleet Logistics Support Improvement Program
MTBF	Mean Time Between Failure
MTTR	Mean Time To Repair
NAVSEA	Naval Sea Systems Command
POP	Item Population
SPCC	Navy Ships Parts Control Center

APPENDIX B

AMENDED TIGER PROGRAM INPUT REQUIREMENTS

The punched cards or card images discussed in this appendix must be input to utilize the NAVSEA TIGER program as amended for this research effort. A complete printout of the amended program is provided in Appendix C.

Card Type 1. Availability Model Processing Cards.

The Availability Model Processing Cards control the order in which the various parts in a system will be combined to compute optimal repair part allowances for the system when the Availability Model is being used. The first step in preparing this card is to complete a system reliability block diagram similar to Figure B.1.

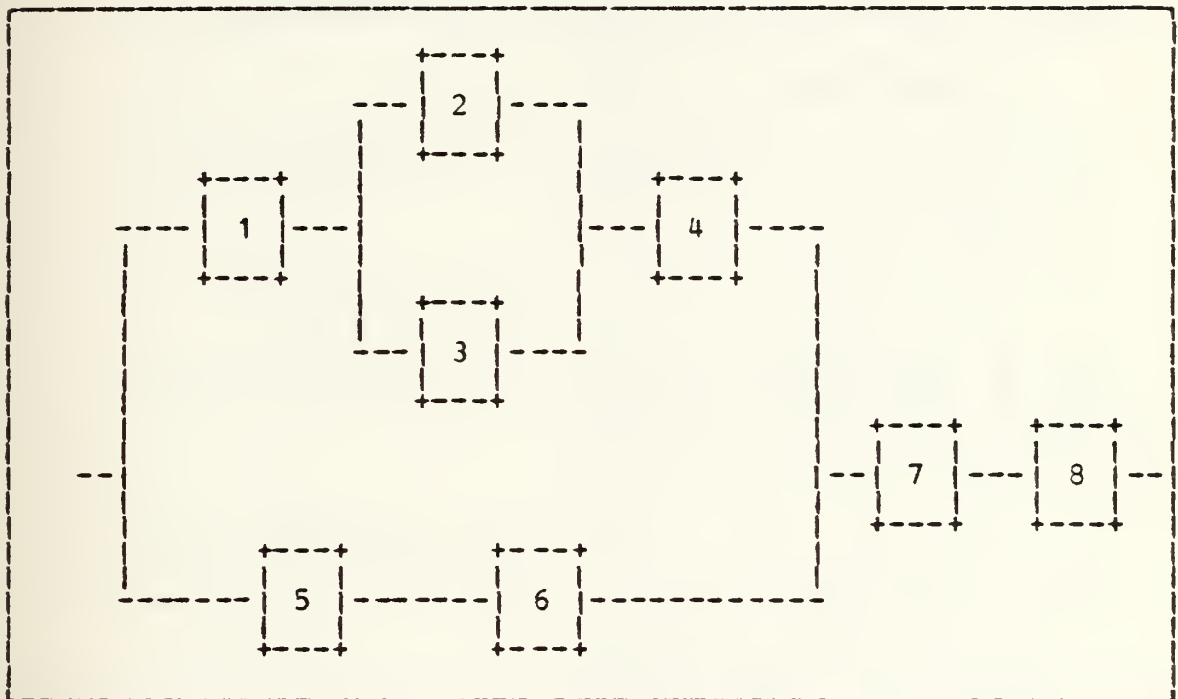


Figure B.1 Block Diagram Example

Once an accurate reliability block diagram has been prepared, the system availabilities resulting from combining all the individual parts must be computed. This is done by starting with two parts and progressively combining additional parts until all of the parts have been combined. To properly prepare the Availability Model Processing Cards, the system must be analyzed to determine how the individual

components can be combined so that there are never more than two sets of parts combinations. For example, the parts in the system in Figure B.1 could be combined in the following manner:

Combination #1 = (Part 2) and (Part 3)

Next Combination #1 = Previous Combination #1 and
(Part 1)
= (Parts 2,3) and (Part 1)

Next Combination #1 = Previous Combination #1 and
(Part 4)
= (Parts 1,2,3) and (Part 4)

Combination #2 = (Part 5) and (Part 6)

Next Combination #1 = Previous Combination #1 and
Previous Combination #2
= (Parts 1,2,3,4) and (Parts 5,6)

Next Combination #2 = (Part 7) and (Part 8)

Next Combination #1 = Previous Combination #1 and
Previous Combination #2
= (Parts 1,2,3,4,5,6) and
(Parts 7,8)

They could not be combined in the following manner even though the parts combinations are appropriate because the use of three combinations is not allowed:

Combination #1 = (Part 2) and (Part 3)

Next Combination #1 = Previous Combination #1 and
(Part 1)
= (Parts 2,3) and (Part 1)

Next Combination #1 = Previous Combination #1 and
(Part 4)
= (Parts 1,2,3) and (Part 4)

Combination #2 = (Part 5) and (Part 6)

Combination #3 = (Part 7) and (Part 8)

Next Combination #2 = Previous Combination #2 and
Previous Combination #3
= (Parts 5,6) and (Parts 7,8)

Next Combination #1 = Previous Combination #1 and
Previous Combination #2
= (Parts 1,2,3,4) and
(Parts 5,6,7,8)

Once an appropriate flow of combinations has been determined for a system, the worksheet shown on Figure B.2 should be prepared. The first spares to be combined will be shown next to combination 101. In addition, whether they are to be in series or parallel must be coded and all the parts included in the resulting combination should be specified. The next line will show the part number or combination number for the parts being combined in that step, whether they are in series or parallel, and which

Comb #	Part or Combin	Part or Combin	Ser(1) Par(0)	Parts Included
101	-----	-----	-----	-----
102	-----	-----	-----	-----
103	-----	-----	-----	-----
104	-----	-----	-----	-----
105	-----	-----	-----	-----
106	-----	-----	-----	-----
107	-----	-----	-----	-----
108	-----	-----	-----	-----
109	-----	-----	-----	-----
110	-----	-----	-----	-----
111	-----	-----	-----	-----
112	-----	-----	-----	-----
113	-----	-----	-----	-----
114	-----	-----	-----	-----
115	-----	-----	-----	-----
116	-----	-----	-----	-----
117	-----	-----	-----	-----
118	-----	-----	-----	-----
119	-----	-----	-----	-----
120	-----	-----	-----	-----
121	-----	-----	-----	-----
122	-----	-----	-----	-----
123	-----	-----	-----	-----
124	-----	-----	-----	-----
125	-----	-----	-----	-----

Figure B.2 Availability Model Processing Card Worksheet

parts end up being included in that combination. This process is continued until all parts are included in the last combination. An example of a worksheet filled in for the proper combination of parts in Figure B.1 discussed above is shown in Figure B.3.

An individual Availability Processing Card must then be prepared for each line on the worksheet (in the format provided below). The cards must be input in the same order they appear on the worksheet. One additional card must be added at the end of this deck which has zeros in columns 4, 8 and 12 to signify that all combinations are complete. If the Availability model is not being used, these cards can be left in the input data or only the last card with the three zeros can be input.

Comb #	Part or Combin	Part or Combin	Ser (1) Par (0)	Parts Included
101	2	3	0	2,3
102	101	1	1	1,2,3
103	102	4	1	1,2,3,4
104	5	6	1	5,6
105	103	104	0	1,2,3,4,5,6
106	7	8	1	7,8
107	105	106	1	1,2,3,4,5,6 7,8

Figure B.3 Example of Worksheet

The format and content of the individual cards are shown below. Note that only the 3 middle columns of Figure B.3 are entered. An example of the cards prepared from Figure B.3 is shown in in Figure B.4.

Columns	Format	Variable Name	Description
1-4	I4	J	The first of two parts or combinations to be combined for determining optimum combination of spares using the JEE algorithm.
5-8	I4	K	The second of two parts or combinations to be combined for determining optimum combination of spares using the JEE algorithm.
9-12	I4	SER	Indicates whether two systems being compared on this card are in series (set SER = 1) or in parallel (set SER = 0).

[illegible]

Figure B.4 Cards for Worksheet in Figure B.3

Card Type 2. Allowance Model Card.

This card is used to determine which allowance determination model is to be used to compute repair parts and to input budget data. The format and content of the individual cards are shown below. An example of this card for the system in Figure B.1 for FLSIP processing and a budget of \$3,000.00 is shown in Figure B.5.

Columns	Format	Variable Name	Description
1-4	I4	NTOTA	Total number of parts in the system (must equal number of cost cards entered below). If cost cards are not to be entered, use 1 in card column 4 and include 1 cost card with a \$1.00 cost.
5-8	F4.0	XFLAG	Used to select type of allowance determination system as follows: - "0.0" for FLSIP - "1.0" for Marginal Analysis - "2.0" for Availability
9-16	F8.0	BUDGET	Budget to be used for computations. Max budget allowed is \$99,999,999.00.

Card Columns:

```

      11111111 112222 222223333 33333344444444555
1234567890123456789012345678901234567890123456789012
      8 0.0 3000.00
  
```

Figure B.5 Allowance Model Card Example

Card Type 3. Cost Cards.

A separate Cost Card must be entered for each part in the format specified below. An example of these cards for the system in Figure B.1 is given in Figure B.6.

Columns	Format	Variable Name	Description
1-8	F8.2	Cost	Cost of each repair part. Costs must be input in the same order as equipment type numbers on Equipment Type cards. Total cards must equal NTOTA on Allowance Model processing card. If cost data is not to be entered, use one card with a cost of \$1.00.

Card Columns:

```

      1111111111222222222222333333333334444444444555
1234567890123456789012345678901234567890123456789012
100.00
100.00
150.00
500.00
2000.00
50.00
300.00
1000.00
```

Figure B.6 Cost Card Examples

Card Type 4. JEE Data Card.

The total mission time and the maximum number of spares allowed for each repair part must be input in the format described below. An example of a JEE Data card for the system in Figure B.1 is shown in Figure B.7 using a 90 day mission time ($90 \times 24 = 2160$) and a maximum number of spares equal to nine.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-8	I8	JTIME	Total Mission Time.
9-12	I4	TOTSPR	Total number of spares for which availability is to be computed using the availability model. Max is 9. If Availability model is not to be used, insert 1 in card column 12.

Card Columns:

```
      1111111111222222222223333333333444444444555
1234567890123456789012345678901234567890123456789012
      2160      9
```

Figure B.7 JEE Data Card Example

Card Type 5. Timeline Iteration Card

The number of timeline iterations to be used and the run identification data for the specific run being made are shown on this card. A timeline iteration of one was used for all the simulations done for this research. Additional information for using more than one timeline iteration may be found in reference 4, section 2. The format is described below. An example of a Timeline Iteration Card for the system in Figure B.1 is shown in Figure B.8.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	JCC	Number of timeline iterations to be run for the data deck.
5-80	19A4	RUNID	Alphanumeric run identification information.

Card Columns:

```
1111111111222222222222333333333334444444444555
1234567890123456789012345678901234567890123456789012
1 .25 FLSIP RUN FOR SYSTEM B1 ON 5/20/82
```

Figure B.8 Timeline Iteration Card Example

Card Type 6. Statistical Parameter Card.

Statistical parameters for the run are entered on this card. If a predefined fixed number of missions is to be run, set PL = 1.0 and NOPT and NMAX to the desired number of missions. All simulations for this research were run with a fixed number of 1000 missions. If what is desired is to determine whether a system meets a certain level of reliability, that level can be specified in the PL and XK blocks and the simulator will run an adequate number of missions to determine whether the system will meet or fail to meet the specified reliability (PL) within the standard deviation specified (XK) [Ref. 4: p. 2-7]. An example of a Statistical Parameter Card for use with the system in Figure B.1 is shown in Figure B.9.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	NMAX	Maximum number of missions to be run (should be in multiples of 50 and must not exceed 1000).
5-8	I4	NOPT	Optimal number of missions (not to exceed NMAX).
9-12	F4.0	PL	Specification requirement for reliability.
13-16	F4.0	XK	Standard deviation to be used in calculating lower control limit. A value of 1.28 corresponds to a 90% lower confidence limit.
17-20	I4	ISEED	Random number seed.
21-24	I4	NPH	Number of phase types - not to exceed 6.

Card Columns:

```
      1111111111222222222233333333334444444444555  
1234567890123456789012345678901234567890123456789012  
10001000 1.01.282222 1
```

Figure B.9 Statistical Parameter Card Example

Card Type 7. Phase Type and Duration Cards.

This card is used to specify the number of phase types and how long each is to last. The phases can be used to identify different scenarios. For example, for simulating shipboard operations: one phase can represent in-port periods, another can represent normal steaming operations, and a third can represent battle engagement periods. The repair option for each part can be different in each phase as specified on Card Type 10 and the Duty Cycle Utilization of each part can also be different during each phase as specified on Card Type 12. From 1 to 95 phase sequences of not more than six phase types can be specified on these cards. The format for this card is described below. For this research effort, a single phase lasting 90 days (2160 hours) was used for all simulations. An example of this type card is shown in Figure B.10.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-2	F2.0	XXT(1)	Phase type number for first simulation sequence.
3-10	F8.0	XXT(2)	Duration of first sequence.
11-12	F2.0	XXT(3)	Phase type number for second simulation sequence (if any).
13-20	F8.0	XXT(4)	Duration of second phase.
21-22	F2.0	XXT(5)	Phase type number for third simulation sequence (if any).
23-30	F8.0	XXT(6)	Duration of third sequence.
31-32	F2.0	XXT(7)	Phase type number for fourth simulation sequence (if any).
33-40	F8.0	XXT(8)	Duration of fourth sequence.
41 42	F2.0	XXT(9)	Phase type number for fifth simulation sequence (if any).
43-50	F8.0	XXT(10)	Duration of fifth sequence.

Note: If more than 5 phase sequences are needed, continue on additional cards using the same fields. No more than 95 phase sequences are permitted.

Card Columns:

1111111111222222222233333333334444444444555
1234567890123456789012345678901234567890123456789012
1.2160.

Figure B.10 Phase Type and Duration Card Example

Card Type 8. ***** Blank Card *****

Card Type 9. Printout Option Card

This card is used to select which printout option is to be used. The format is as follows.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	KOPT	Printout option switch = 1 for management summary = 2 for engineering summary = 3 for complete details (used for debugging only) = 4 to suppress printout of input data = 5 to specify printout using KS variables below = 6 for TIGER/MANNING complete details (debugging only)

If KOPT 5 is used, select from the following output options as needed (otherwise leave the fields blank):

5-8	I4	KS (1)	= 1: Input data
9-12	I4	KS (2)	= 1: equipment down at time of mission failure
13-16	I4	KS (3)	= 1: down time at end of phase
17-20	I4	KS (4)	= 1: abort messages
21-24	I4	KS (5)	= 1: all events
25-28	I4	KS (6)	= 1: ETIME matrix
29-32	I4	KS (7)	= 1: not used
33-36	I4	KS (8)	= 1: not used
37-40	I4	KS (9)	= 1: not used
41-44	I4	KS (10)	= 1: system & subsystem status
45-48	I4	KS (11)	= 1: TIGER/MANNING debugging
49-52	I4	KS (12)	= 1: status of all groups
53-56	I4	KS (13)	= 1: downtime message

Card Type 10. Phase Repair Card

This card is used to specify the repair option for each phase up to a total of six. The format is as follows:

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	IFLAG(1)	Repair option for each phase type (up to 6): = 0 if on-board repair allowed in the phase = 1 if no on-board repair allowed in the phase = 2 if on-board repair allowed but failure inhibited
5-8	I4	IFLAG(2)	
9-12	I4	IFLAG(3)	
13-16	I4	IFLAG(4)	
17-20	I4	IFLAG(5)	
21-24	I4	IFLAG(6)	

Card Type 11. Repair Policy Card.

This card is used to establish repair policy for the simulation being run. REPOL determines what percentage of repairs will be made at the shipboard level as opposed to the intermediate and depot level. Since this research evaluates shipboard support only, REPOL was set equal to 1.0 for all simulations.

A part can be allowed to fail for a certain period of time before its failure causes the system to be in a down status by specifying an allowable downtime in the TAD2 field. For this research, all mission allowable downtimes were set equal to zero.

Specified MTBFs and MTTRs can be changed for a given simulation run by using a value other than 1.0 in the XM and XT fields.

The format for the card is:

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	F4.0	REPOL	Decimal fraction of repairs to be performed aboard ship
5-12	F8.2	TAD2	Mission Allowable Downtime
13-16	F4.0	XM	MTBF Multiplier. Default = 1.0
17-20	F4.0	XT	MTTR Multiplier. Default = 1.0

Card Type 12. Equipment Type Cards

Equipment type cards are used to input the specific parameters for each type of equipment (repair part) being evaluated. A separate card must be input for each type of equipment. The TIGER simulator can accommodate various equipment operating rules and variable duty cycles for each piece of equipment (these options were not utilized for this research). A detailed discussion of these items can be found in Reference 4, chapter 2. The format for these cards is provided below. An example of these cards for the system in Figure B.1 is shown in Figure B.11.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	I	Equipment type numbers-should be assigned sequentially starting at 1, not to exceed 200.
5-20	4A4	F1	Equipment type description
21-28	F8.0	XMTBF	Mean Time Between Failure
29-32	F4.0	XMTTR	Mean Time to Repair/replace Non-repairable is indicated by 9999.
33-36	F4.0	U	Duty cycle utilization (non-zero decimal fraction).
37-40	F4.0	V	Administrative delay time from tender to ship
41-44	F4.0	W	Administrative delay time from depot to ship.
45-48	I4	IUI	Used for variable duty cycles. See Reference 4, chapter 2 for an explanation.

[illegible]

Figure B.11 Examples of Equipment Type Cards

Card Type 13. Variable Duty Cycle (VDC) Card.

This is an optional card. It is used if variable duty cycles are used. See chapter 2 of Reference 4 for details of its use.

Card Type 14. Variable Mean Time to Repair Card.

This is an optional card. It is used if variable Mean Times to Repair are used. See chapter 2 of Reference 4 for details of its use.

Card Type 15. **** Blank Card ****

Card Type 16. Equipment Cards.

Each individual piece of equipment (repair part) in the system being evaluated must be given a unique number to identify it. These cards identify which equipment type each specific equipment (repair part) is. There must be one card for each equipment type and they must be input sequentially by equipment type number in the format specified below. For this research, the aspects of spares sharing were not considered because the calculations developed by JEE [Ref. 3], are different for scenarios where spares are shared. To use the Availability model developed for this research, each equipment number must be assigned its own equipment type even if the parameters for two or more equipments are identical.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	NTYPE	The type number associated with the equipment listed in the next field or fields.
5-8	I4	LOAD(1)	Equipment numbers of those equipment which belong to the designated equipment type - up to 19 equipment per card (if there are more than 19 equipment associated with a given type, use additional equipment cards and repeat the same type number). The largest equipment number allowed by the program is 500. The total number of equipments must not exceed 500. No gaps are allowed between equipment 1 and the largest assigned equipment number.
9-12	I4	LOAD(2)	
13-16	I4	LOAD(3)	
17-20	I4	LOAD(4)	
21-24	I4	LOAD(5)	
25-28	I4	LOAD(6)	
29-32	I4	LOAD(7)	
33-36	I4	LOAD(8)	
37-40	I4	LOAD(9)	
41-44	I4	LOAD(10)	
45-48	I4	LOAD(11)	
49-52	I4	LOAD(12)	
53-56	I4	LOAD(13)	
57-60	I4	LOAD(14)	
61-64	I4	LOAD(15)	

65-68	I4	LOAD(16)
69-72	I4	LOAD(17)
73-76	I4	LOAD(18)
77-80	I4	LOAD(19)

Card Type 17. **** Blank Card ****

Card Type 18. Spares Model Card.

This card is used to specify whether spares will be input directly or whether spares will be computed using one of the allowance determination models. The options for this card are:

a) Use the literal "Unlimited Spares" in columns 1 through 16 to simulate unlimited spares. The program then assigns 90,000 spares for each equipment or repair part. This option was not used during this research.

b) Use a blank card if spares are going to be specified. Then input the desired number of spares for each equipment or repair part on the spares cards which follow. (This option was used to simulate the use of inaccurate MTBF data by computing allowances with one set of MTBF data and then specifying those allowances using this option and inputting different MTBF parameters for comparison.) If spares have been specified and the effect of using a different level of support are needed, this effect can be obtained by inserting a spares multiplier (SX) in card columns 21 to 24 of this card. The program will then use the number of spares assigned times the spares multiplier specified.

c) Use "999." in columns 21 to 24 to use the allowance determination model specified on the Allowance Model card (Card Type 2).

Card Type 19. Spares Cards.

These cards are only used if the allowances for spares are going to be specified exactly (columns 1 through 16 of the Spares Model card must be empty and columns 21 through 24 must have something other than .999). One of these cards must be input for each equipment type being used. These cards must be input in order starting with Equipment Type 1 in the following format:

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	I4	ISPARE(1)	Number of organizational level spares (on board) for the equipment type.
5-8	I4	ISPARE(2)	Number of spares at the tender for the equipment type.
9-12	I4	ISPARE(3)	Number of spares at the base (depot) for the equipment type

NOTE: For each phase type, a set of the remaining cards (except the optional output and demo decks which appear once) must be placed consecutively in the data deck.

A separate reliability block diagram must be prepared for the simulation runs on the TIGER simulator. It is different than the reliability block diagram previously discussed for Availability model processing because it does not have to relate only two groups at a time. For the TIGER simulator, equipments must be aggregated into systems, subsystems, and groups. A system is a set of equipments for which availability is being measured. A subsystem is a set of equipments which, if the set fails, will cause the system to fail. A group is any set of equipments.

For the reliability block diagram for the TIGER simulator, each parallel subset of equipment and each series subset are assigned group numbers. For the example shown in Figure B.1, the groups could be as shown below. Group numbers must be between 501 and 1000 and are arbitrarily assigned below.

Group Number	Equipments in Group	Series/Parallel
-----	-----	-----
501	2 and 3	Parallel
502	5 and 6	Series
503	7 and 8	Series

Once each subset of parallel or series equipments has been assigned a group number, the identified groups are then aggregated into groups of groups which are in parallel or series and these groups are assigned numbers. For the equipments in Figure B.1, the next set of groups could look like those shown below.

Group Number	Equipments in Group	Series/Parallel
-----	-----	-----
601	1, 4, and 501	Series
701	502 and 601	Parallel
888	503 and 701	Series

This process is continued until all the parts in the system can be identified in one group (known as a subsystem group). The subsystem groups are then combined with any remaining equipment which are in series and assigned a final group number (known as the system group). For our example, Group # 701 would be a subsystem group and the system group would be composed of subsystem group # 701 and the series group # 503. For illustrative purposes, the system group will be assigned Group number 888. The method for inputting these relationships into the TIGER simulator are discussed under card types 20 through 23.

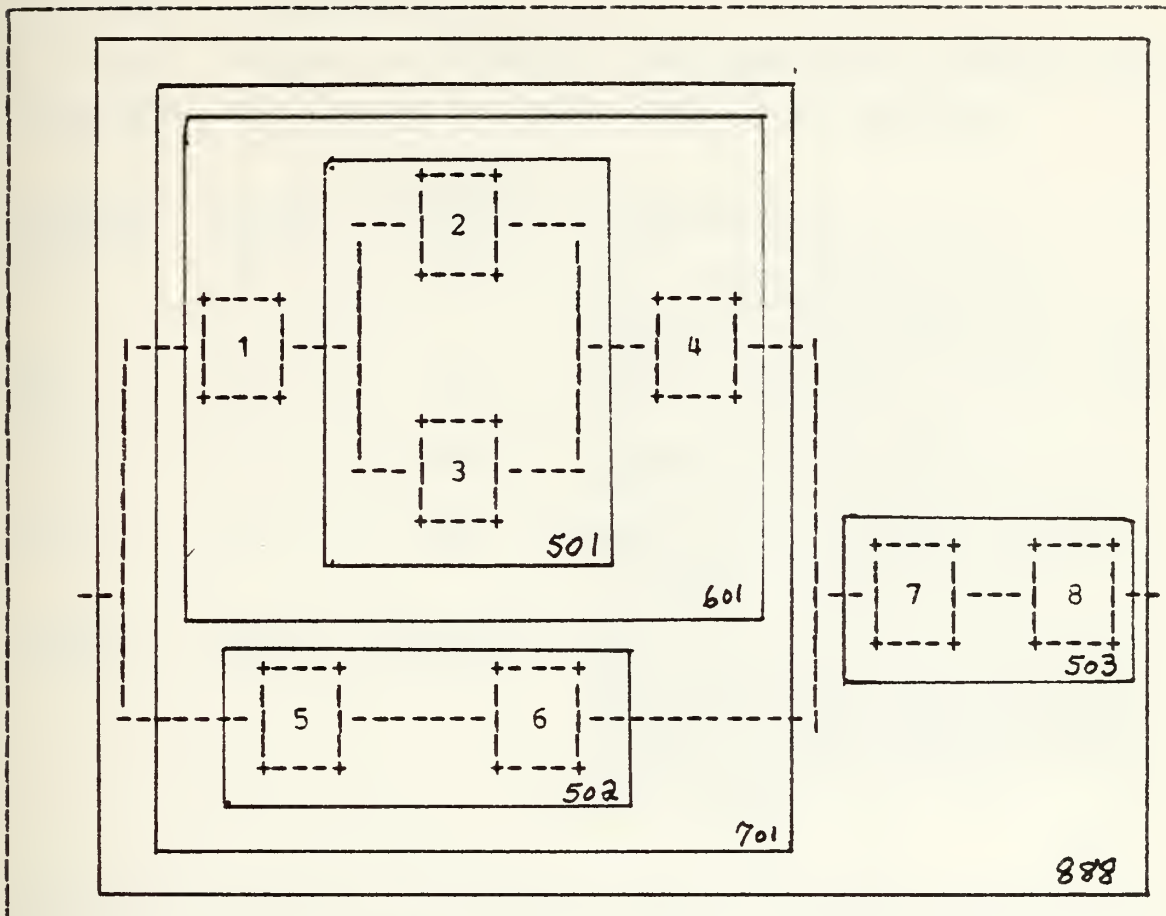


Figure B.12 Example of System, Subsystem, and Group Numbering

Card Type 20. System Card.

This card is used to identify the different systems being evaluated. The format for this card is as follows:

Columns	Format	Variable Name	Description
1-4	A4	ID	Any alphanumeric (ie. the literal "SYST") used to identify the specific system
5-8	I4	LL	Phase type number (sequential) The max value is 6.
9-12	I4	NSS	Number of subsystems in phase (varies only from 1 to 37).
13-16	I4	ISS	System identification number (usually last group number on the configuration matrix cards).
17-24	F8.0	SSTIME	System allowable sustained down time (should not be less than subsystem TAD1 values). Should be less than or equal to TAD2 (repair policy card). To inhibit aborts use a value of 100,000.

An example of the System Card for the system in Figure B.12 is:

Card Columns:																							
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4
SYST		1		1		8		8		8		0		.		0							

Card Type 21. Subsystem Cards.

This card is used to identify the different subsystems being evaluated. The format for this card is as follows:

Columns	Format	Variable Name	Description
1-4	A4	ID	Any alphanumeric (ie. the literal "SS1").
5-8	I4	LL	Phase type number.
13-16	I4	ISS	Subsystem identification number. This is a group number for a group defined on a configuration matrix card (see below). Each designated subsystem group must be a group that, upon its failure, causes the system to fail.
17-24	F8.0	SSTIME(2)	Subsystem allowable sustained downtime (TAD1). This value should be less than or equal to SSTIME on the system card. To inhibit aborts use a value of 100,000.

An example of the Subsystem Card for the system in Figure B.12 is:

Card Columns:

```
111111111112222222222233333333333444444444455
123456789012345678901234567890123456789012345678901
551 1 701 0.0
```


Card Type 22. Configuration Matrix Cards.

This card is used to identify the different groups in the systems being evaluated. The format for these cards is as follows:

Columns	Format	Variable Name	Description
1-4	I4	NRO	The number of members in the group defined on this card that are required to be operational and in an up state.
5-8	I4	IB (1)	The group number assigned to the group of members defined on this card. It may vary from 501 to 1000.
9-12	I4	IB (2)	The numbers of the equipment and groups which make up the group defined on this card. The max number of members in a group is unlimited; however, if there are more than 7, a continuation card is required, which is of the same format. The number required and master group number must be identical on all continuation cards.
13-16	I4	IB (3)	
17-20	I4	IB (4)	
21-24	I4	IB (5)	
25-28	I4	IB (6)	
29-32	I4	IB (7)	
33-36	I4	IB (8)	

An example of the Configuration Matrix Cards used for the system in Figure B.12 is:

Card Columns:																																					
11111111112222222222333333333344444444455																																					
123456789012345678901234567890123456789012345678901																																					
1	501		2		3																																
2	502		5		6																																
1	503		7		8																																
3	601		1		4																																
1	701	502	601																																		

Card Type 23. Equipment Operating Rule Cards.

Operating rules can be specified which will turn selected equipments on and off in predetermined situations. These operating rules were not utilized during this research. All equipments ran all of the time except when they were inoperable. A detailed discussion of the use of this option can be found in Reference 4, chapter 3.

Card Type 24. **** Blank Card ****

Card Type 25. Optional Output Card.

Optional output tables can be selected by using this card as shown below.

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	A4	SPRS	Place any alphanumeric (ie. "SPR") in this field if a table of spares usage is desired.
5-8	A4	APPL	Place any alphanumeric (ie. "APL") in this field if a summary table of equipment that caused mission failures and system downtimes is desired.
9-12	A4	GMMA	Place any alphanumeric (ie. "GMA") in this field if the gamma distribution output is desired.
13-16	A4	DEMO	Place any alphanumeric (ie. "DEMO") in this field if a sequential probability ratio test plan for the system being analyzed is desired. If this option is exercised, an additional card, 26, is required.

Card Type 26. DEMO Information Card.

This card must be included if DEMO is specified on the Optional Output Card. A detailed discussion of the DEMO Option is provided in Reference 4, chapter 3. The format for this card is as follows:

<u>Columns</u>	<u>Format</u>	<u>Variable Name</u>	<u>Description</u>
1-4	F4.0	A	Producer Risk.
5-8	F4.0	B	Consumer Risk.
9-12	F4.0	R	Discrimination Ratio.

The following are optional inputs.

13-16	F4.0	HAD	X-axis accept intercept (Delta)
17-20	F4.0	HRD	X-axis reject intercept (Delta)
21-24	F4.0	YD	Trucation line accept (Delta)
25-28	F4.0	SLD	Slope (Delta)
29-32	I4	KD	Truncation line reject (Delta)
33-36	I4	ITIME	Number of sets
37-40	I4	ITER	Number of simulations per set
41-44	I4	N	Random number initializer

The total input required for the system in Figure B.12 is shown in Figure B.13.


```

2      3      0      -----
101    1      1      |
102    4      1      |
5      6      1      |
103    104    0      |
7      8      1      |
105    106    1      |
0      0      0      |
8 0.03000.00 ----- Allowance Model Card
100.00 -----
100.00 |
150.00 |
500.00 |
2000.00 |
50.00 |
300.00 |
1000.00 |
2160 9 -----
1.25 FLSIP RUN FOR SYSTEM B1 ON 5/20/82 -----
10001000 1.1.282222 1 --- Statistical Parameter Card
1.2160. ----- Phase Type and Duration Card

1 ----- Printout Option Card
0 ----- Phase Repair Card
1.0 0.0 1. 1. ----- Repair Policy Card

1ITEM A 25000.010.01.0 -----
2ITEM B 1500.010.01.0 |
3ITEM C 750.010.01.0 | Equipment
4ITEM D 750.010.01.0 | --Type
5ITEM E 1500.010.01.0 | Cards
6ITEM F 7500.010.01.0 |
7ITEM G 7500.010.01.0 |
8ITEM H 2500.010.01.0 -----

1 1 -----
2 2 |
3 3 |
4 4 |
5 5 |
6 6 |
7 7 |
8 8 |
----- --Equipment
Cards

999. .25 ----- Spares Model Card
SYST 1 4 999 100000. ----- System Card
SS1 1 501 100000. -----
SS2 1 502 100000. |
SS3 1 503 100000. | ---Subsystem Cards
SS4 1 504 100000. -----

2 501 3 4 -----
2 502 5 6 |
1 503 501 502 |
5 504 1 2 503 7 8 |
1 999 504 ----- ---Configuration
Matrix Cards

SPRSAPPL ----- Optional Output Card

```

Figure B.13 Complete TIGER Program Input Example

APPENDIX C

AMENDED NAVSEA TIGER SIMULATION PROGRAMS

```

C
C
C MAIN PROGRAM
COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ
1, KK1, KS1, LL, LLLA ST, NEQ, NPH, NTYP, NUM, REDAD2, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /BETA/ NRO(6, 300), IB(6, 300, 8), NLINE(6)
COMMON /EXTRA/ KS(20), ISW(31)
COMMON /N/ IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /NPH/ NSS(6), IFLAG(6), TITLE(6, 31), SSTIME(6, 31, 2), ISS(6, 31)
COMMON /SEQ/ INOABT(100), INMI(100), IAUP1(100), TT2(100), UP2(100)
1, IAUP2(100)
COMMON /TYP/ EX(2, 200), ISPARE(3, 200), IUSED(3, 200)
COMMON /MAX/ MAXNEQ, MAXTYP, MAXIB, MAXSTD
COMMON /GAMMA/ XMTBA, VAR, RELGA(100), TIMA(100), XXT(200), ITT, ISEED
COMMON /TABORT/ XTABT(100), RD1
COMMON /TIGAP/ UP4, XNUM, BAPRIN, AVA, XPCAP, RUNID(19), TYCOON(500)
+ COUNTB(500), XTCUM
COMMON /DONE/ DONE(3)
OREILLY ADD
C DELETING THEIR PRINTOUTS WITH CHERE
COMMON /XSPARE/XFLAG, BUDGET, COST(201)
COMMON /KSPARE/JTIME, TOTSPR, COMB(9999), COMBA(9999), SER(100)
COMMON /GEAIG/NOSPRS
INTEGER TOTSPR, NO SPRS, COMB, COMBA, SER
OREILLY STOP
DATA BINK/4H /
C
C MAXRUN=1000
C MAXNPH=6
C MAXSTD=50
C MAXNEQ=500
C MAXTYP=200
C MAXIB=300
C MAXSS=31
C MAXSEQ=100
C CALL OVFLOW

```


OREILLY ADDS

U UU

106

40	FORMAT	/1X, 50H	NAVSEC 6112	LUETJEN	MANDEL	VAIL	AL LEY	BROWN
50	FORMAT	/1X, 50H	NPS	IBM/360	VERSION LT.	J.	LEATHER	THESES 9/80
55	FORMAT	/1X, 50H	A	S	AMENDED BY	LCDR.	P.J. O'REILLY	THESES 12/81
56	FORMAT	/1X, 50H						


```

T3=0.0
T3SUM=0.0
SUMX=0.0
SUMX2=0.0
DO 80 I=1,100
80  TIMA(I)=0.0
DO 90 J=1,3
DO 90 J=1,MAXTYP
90  IIUSED(I,J)=0
DO 100 I=1,MAXSEQ
100  TT2(I)=0.0
    UP2(I)=0.0
    IAUP1(I)=0
    IAUP2(I)=0
    REDAD1(I)=0.0
    INMI(I)=0
    INOABT(I)=0
    IAUP=0
    XTCUM=0
    IF (JC-1) 110,110,140
110  READ (5,120) NMAX,NOPT,PL,XK,ISEED,NPH
120  FORMAT (2I4,2F4.0,2I4)
130  FORMAT (1X2I6,2XF4.2,2XF5.2,2XI6,2XI4)
140  CONTINUE
160  WRITE (6,170) ISEED
170  FORMAT (//1X15HRANDOM SEED IS ,I4)
    IF (NMAX-MAXRUN) 190,190,180
180  NMAX=1000
    NOPT=1000
190  DO 200 I=1,NMAX
200  XTABT(I)=160000.
    WRITE (6,130) NMAX,NOPT,PL,XK,ISEED,NPH
    IF (MAXNPH-NPH) 1240,210,210
210  INUM=50
220  FORMAT (/1X,5HJCC=,4I10)
230  DO 250 I=1,19110
    READ (5,240) XXT(I),XXT(I+J),J=1,9)
    IF (XXT(I)) 260,260,250
240  FORMAT (5(F2.0,F8.0))
250  CONTINUE
260  WRITE (6,270)
270  FORMAT (1H1,10X40HPHASE SEQUENCE TYPE DURATION CUM TIME)
    IK=1
    IK2=2*IK
    IK3=IK2-1
    IXXT=XXT(IK3)
    TIMA(1)=XXT(2)
    WRITE (6,280) IK, IXXT,XXT(IK2),TIMA(IK)

```



```

280 FORMAT (19XI4,2XI4,2XF8.2,2XF8.2)
DO 300 IK=2,100
IK2=2*IK
IK3=IK2-1
IF (XXT(IK2)) 290,310,290
TIMA(IK)=TIMA(IK-1)+XXT(IK2)
IXXT=XXT(IK3)
WRITE (6,280) IK,IXXT,XXT(IK2),TIMA(IK)
300 CONTINUE
310 CONTINUE
IF (JC-1) 320,320,330
320 CALL PACK
C
330 CONTINUE
JBB=1
RELPI=1.0
RELPI=1.
UP3=0.0
TT3=0.0
REDAD2=0.0
DO 340 I=1,MAXSS
340 ISW(I)=1
ICRI=0
DNT2=0.0
STPHAS=0
T1=0.0
350
C
RDT IS RUNNING DOWNTIME
C
C
RDT=0.0
IF (KS(8)) 380,380,360
360 KAB=NUM+1
CHERE WRITE (6,370) KAB
370 FORMAT(1X,16HSTART OF MISSION,I5,20H
380 KKK=0
390 I=1
400 LL=XXT(I)
450 450,410
IF (LL)
ENDPHA=STPHAS+XXT(I+1)
I=I+2
CALL RUN
IX=NUM+1
IF (XTABT(IX)) 420,420,440
420 420,BELOW
ALSO CHANGE LABEL 420
CHERE WRITE (6,430)
430 FORMAT(1X,4HTHE ABORT TIME IS ZERO,CHECK THE INPUT DATA.)
440 GO TO 1240
STPHAS=ENDPHA

```



```

N=NSS(LL)+1
GO TO 400

C
450 NUM=NUM+1
460 IF (IFFEOP) 460,460,480
460 IFF=IFF+1
470 IF (T3) 470,480,470
470 CONTINUE
470 T3SUM=T3SUM+T3
470 T3=0.0
480 XTCUM=XTCUM+XCUM
480 UP4=UP4+ENDPHA-DNT2
490 IF (XTABT(NUM)-100000.) 500,490,500
490 X=ENDPHA
490 GO TO 510
500 X=XTABT(NUM)
510 X2=X*#2
510 SUMX=SUMX+X
510 SUMX2=SUMX2+X2
510 IF (ISW(N)) 530,530,520
520 IAUP=IAUP+1
530 IF (NUM-INUM) 330,540,540
540 INUM=INUM+50
540 OREILLY ADD TO DELETE PRINTOUT EXCEPT FOR 1000TH MISSION.
550 WRITE (6,560) NUM
560 FORMAT (/1X16HA GRAND TOTAL OF,I6,24H MISSIONS HAVE BEEN RUN.)
570 XNUM=XNUM+NUM
580 XPCAP=XTCUM/XNUM
580 OREILLY ADD TO DELETE PRINTOUT EXCEPT FOR 1000TH MISSION.
590 IF (NUM-1000.) 610,590,610
590 WRITE (6,600) XPCAP
600 FORMAT (1X24H THE RELIABILITY IS F8.4)
610 XPLCL=XPCAP-XK*SQRT(XPCAP*(1.-XPCAP)/XNUM)
610 IF (XPLCL) 620,630,630
620 XPLCL=0.0
620 OREILLY ADD TO DELETE PRINTOUT EXCEPT FOR 1000TH MISSION.
630 ADDRESS 631,661 ADDED FOR THIS PRINT DELETION ONLY
630 ADDRESS 630 ALSO MOVED FOR THIS DELETION
630 IF (NUM-1000.) 661,631,661
631 WRITE (6,640) XPLCL
630 WRITE (6,640) XPLCL
640 FORMAT (1X24H THE LOWER CONF LIMIT IS ,F8.4)
640 WRITE (6,650) PL
650 FORMAT (1X24H THE SPEC REQUIREMENT IS ,F8.4)
650 WRITE (6,660) RED2
660 FORMAT (1X17H THE READINESS IS ,7XF8.4)
661 AVA=UP4/TT3

```


110


```

820 FORMAT (1X18HTHE SYSTEM MDT IS ,P20.3)
830 IF (XPCAP-PL) 840,840,920
840 IF (NOPT-NUM) 870,870,850
850 WRITE (6,860)
860 FORMAT (1X14HANOHER SET OF 3H 50 20HMISSIONS WILL BE RUN,43H TO O
1BTAIN REQUIRED STATISTICAL CONFIDENCE.)
GO TO 330
870 WRITE (6,880)
880 FORMAT (1X52HSIMULATION COMPLETE-OPTIMUM NUMBER MISSIONS WERE RUN)
IF (PL-EQ.1.) GO TO 910
890 WRITE (6,900)
900 FORMAT (1X33HWEAPON SYSTEM FAILS REQUIREMENTS.)
GO TO 1010
920 IF (NMAX-NUM) 930,930,960
930 WRITE (6,940)
940 FORMAT (1X52HSIM COMPLETE-PREDEFINED MAX NUMBER MISSIONS WERE RUN)
950 IF (XPLCL-PL) 890,990,990
960 IF (XPLCL-PL) 850,970,970
970 WRITE (6,980)
980 FORMAT (2X22HSIMULATION COMPLETE - )
IF (PL-EQ.1.) GO TO 1010
990 WRITE (6,1000)
1000 FORMAT (1X33HWEAPON SYSTEM MEETS REQUIREMENTS.)
1010 CONTINUE
IF (JC-1) 1020,1020,1040
1020 READ (5,1030) SPRS,APPL,GMMA,DMNO
1030 FORMAT (4A4)
1040 IF (SPRS.EQ.BLNK) GO TO 1190
1050 IDIFF=0
TAPM=0.0
TACMMH=0.0
WRITE (6,1060)
1060 FORMAT (1H1,4X53HEQUIP FAILURES AND CORRECTIVE MAINTENANCE (CM), SUM
1MAY/8X71HEQUIP. NO. TYPE NO. TOTAL EQUIP. AVG. NO. FAILURES A
2VG. CM MANHOURS/32X8HFAILURES,7X11HPER MISSION,5X11HPER MISSION/)
DO 1090 I=1,NEQ
IF (XMTTR(IEQU(I))-EQ.9999.) GO TO 1090
IF (KEQU(I)) 1090,1090,1070
1070 AFM=KEQU(I)/XNUM
IEQ=IABS(IEQU(I))
ACMMH=AFM*ABS(XMTTR(IEQ))
WRITE (6,1080) I,IEQ,KEQU(I),AFM,ACMMH
1080 FORMAT (10X I4,6X I4,6X F10.3,6X F10.3)
IDIFF=IDIFF+KEQU(I)
TAFM=TAFM+AFM
TACMMH=TACMMH+ACMMH
1090 CONTINUE
WRITE (6,1100) IDIFF,TAFM,TACMMH

```



```

1100 FORMAT (31X10H-----,6X10H-----,6X10H-----/31X10,6X
1110 CONTINUE
1120 WRITE (6,1120)
1130 FORMAT (1H1,3X41H AVERAGE NUMBER OF SPARES USED PER MISSION)
1140 WRITE (6,1130)
1150 FORMAT (/4X6HSPARES,7X4HSHIP,18X6HTENDER,16X4HBASE)
1160 WRITE (6,1140)
1170 FORMAT (8X4HTYPE,4X3(5HSTOCK,3X4HUSED,10X))
1180 DO 1170 J=1,NTYPE
1190 ALDONE=0
1200 DO 1150 I=1,3
1210 DONE(I)=IIUSED(I,J)/XNUM
1220 ALDONE=ALDONE+DONE(I)
1230 CONTINUE
1240 IF (ALDONE) 1155,1170,1155
1250 WRITE (6,1160) J,ISPARE(I,J),DONE(I),I=1,3)
1260 FORMAT (8X14,4X3(I5,F7.2,10X))
1270 CONTINUE
1280 CONTINUE
1290 IF (APPL.EQ.BLNK) GO TO 1210
1300 BAPRIN=-1.0
1310 CALL APPLE
1320 CONTINUE
1330 CONTINUE
1340 CONTINUE
1350 STOP
1360 END

```

CCCC

```

SUBROUTINE RUN
COMMON /MAX/MAXNEQ,MAXTYP,MAXIB,MAXSTD
COMMON /ALPHA/DNT2,ENDPHA,ICRI,IFF,IFR,INUM,IOP,JB,KEQ,KKK,KZZ
1, KK1, KS1, LL, LLAST, NEQ, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XNUM, T3, UP3, IFPEOP, T3, TIME, T3SUM
COMMON /BETA/NRO(6,300),IB(6,300,8),NLINE(6)
COMMON /EXTRA/ KS(20),ISW(31)
COMMON /N/IEQU(500),KEQU(500),ETIME(1000),XMTBF(200),XMTTR(200)
COMMON /NPH/ NSS(6),IPLAG(6),TITLE(6,31),SSTIME(6,31,2),ISS(6,31)
COMMON /SEQ/INOABT(100),INMI(100),IAUP1(100),TT2(100),UP2(100)
1, IAUP2(100)
COMMON /TYP/EX(2,200),ISPARE(3,200),IUSED(3,200),IIUSED(3,200)
COMMON /GAMMA/XMTBA,VAR,RELGA(100),TIMA(100),XKT(200),ITT,ISEED
COMMON /TABORT/XTABT(1000),RDT
COMMON /DELTA/KKK2
COMMON /XXX/XXX

```



```

COMMON/VDC/VDC(50,6), IUI(200), VMTTR(200,6), TAD2
COMMON/STAN/ISTB(60,10,6)
COMMON/RUNAP/ITEMP2,DELT,ISSA(31),ISSC
COMMON /XSPARE/XFLAG,BUDGET,COST(201)

```

C

```

TDEOP=0.0
TP=STPHAS
KAA=NUM+1
XKAA=KAA
NX=NSS(LL)
N=NX+1
ITEMP=0
ITEMP2=0
IF (KKK) 40,10,40
10 DO 20 I=1,3
DO 20 J=1,NTYPE
IUSED(I,J)=0
20 CONTINUE
DO 30 I=1,NEQ
30 ETIME(I)=100000.
40 CONTINUE

```

C

```

50 DO 120 ILB=1,NEQ
KEQ=ILB
IF(ETIME(KEQ)+100001.001)55,120,55
55 IF(ETIME(KEQ)+99999.1)60,60,120
60 IF (IFLAG(LL)) 120,70,120

```

C

```

70 ETIME(KEQ)=STPHAS
IABC=IABS(IEQU(KEQ))
IF (XMTTR(IABC)) 80,80,100
80 XXX=VMTTR(IABC,LL)
IF (XXX-9999.1)120,90,120
90 ETIME(KEQ)=-99999.
GO TO 120
100 XXX=XMTTR(IABC)
110 CALL TTE
120 CONTINUE

```

C

```

DO 140 ILB=1,NEQ
KEQ=ILB
IEQU(KEQ)=IABS(IEQU(KEQ))
IF (ETIME(KEQ)-100000.1)130,140,130
130 IEQU(KEQ)=-IABS(IEQU(KEQ))
140 CONTINUE
150 CONTINUE

```

C

```

KKK2=KKK

```



```

K=NLIN( LL)
DO 250 I=1, K
DO 250 J=2, 8
KEQ=IABS( IBC( LL, I, J))
IF ( KEQ- MAX( NEQ, 151, 151, 250)
151 IF ( KEQ) 250, 250, 155
155 IF ( ETIME( KEQ) + 100 001. 001) 160, 250, 160
160 IEQU( KEQ) = IABS( IEQU( KEQ))
IABC= IEQU( KEQ)
IF ( XMTTR( IABC)) 170, 170, 180
IF ( VMTTR( IABC, LL) - 9999.) 180, 190, 180
170 CONTINUE
180 IF ( IFLAG( LL) - 1) 210, 190, 210
190 IF ( ETIME( KEQ)) 200, 210, 210
200 ETIME( KEQ) = ETIME( KEQ) - ( ENDPHA- STPHAS)
210 IF ( ETIME( KEQ) - 10 0000.) 220, 240, 220
220 IF ( ABS( ETIME( KEQ)) - STPHAS) 240, 230, 230
230 IF ( STPHAS) 250, 240, 250
240 ETIME( KEQ) = - STPHAS
IABC= IABS( IEQU( KEQ))
XXX= XMTBF( IABC)
CALL TTE
CONTINUE
250 KKK2=1

C
DO 330 ILB=1, NEQ
KEQ=ILB
IF ( ETIME( KEQ) + 100 001. 001) 255, 330, 255
255 IF ( IEQU( KEQ)) 260, 260, 330
260 IEQU( KEQ) = IABS( IEQU( KEQ))
IABC= IEQU( KEQ)
IF ( XMTTR( IABC)) 270, 270, 280
270 IF ( VMTTR( IABC, LL) - 9999.) 280, 290, 280
280 CONTINUE
IF ( IFLAG( LL) - 1) 310, 290, 310
290 IF ( ETIME( KEQ)) 300, 320, 320
300 ETIME( KEQ) = ETIME( KEQ) - ( ENDPHA- STPHAS)
GO TO 330

C
310 IF ( ETIME( KEQ)) 331, 320, 320
320 ETIME( KEQ) = 100 000.
IEQU( KEQ) = IABS( IEQU( KEQ))
GO TO 330
331 IEQU( KEQ) = - IABS( IEQU( KEQ))
330 CONTINUE

C
CALL STATUS
CALL STNDBY

```



```

C
340 CALL STATUS 350,350,340
350 IF (ISW(N)) 350,350,340
IAUP1(JBB)=IAUP1(JBB)+1
XIAUPI=IAUP1(JBB)
XAVI=XIAUPI/YKAA

C
TIME=STPHAS
DNT1=0.0
DO 360 KSS=1,N
360 SSTIME(LL,KSS,1)=0.0

C
370 TP=TIME
CALL STNDBY 390,440,390
380 IF (KS(6)) 390,440,390
390 WRITE(6,430),TP
DO 410 J=1,NEQ
400 IF (ETIME(J)-100000.) 400,410,400
IEQ=IABS(IEQU(J))
410 WRITE(6,420),J,IEQ,ETIME(J)
CONTINUE
420 FORMAT(1X,I5,1X,I5,5XF22.4)
430 FORMAT(1X,F12.4)
440 CALL EVENT
TIME=ABS(ETIME(KEQ))
450 IF (KS(5)) 450,470,450
460 WRITE(6,460),KEQ,ETIME(KEQ),KAA
470 FORMAT(10X,SHEQUIP,I5,F12.4,5X7HMISSION,I10)
DELT=TIME-TP
CALL STATUS

C
480 DO 510 KSS=1,NX
490 IF (ISW(KSS)) 490,490,500
SSTIME(LL,KSS,1)=SSTIME(LL,KSS,1)+DELT
GO TO 510
500 SSTIME(LL,KSS,1)=0.0
510 CONTINUE
IF (ISW(N)) 520,520,530
520 SSTIME(LL,N,1)=SSTIME(LL,N,1)+DELT
T3=T3+DELT
521 IF (TIME-ENDPHA) 522,522,521
522 T3=T3+ENDPHA-TP-DELT
RDT=RDT+DELT
GO TO 550
530 T3=0.0
RDT=0.0
IF (SSTIME(LL,N,1)) 1140,550,540
540 T1=SSTIME(LL,N,1)

```



```

550 SSTM( LL, N, 1) = 0. 0
    CONTINUE
C
560 IF ( SSTM( LL, N, 1) ) 570, 560, 570
570 IF ( T1 ) 620, 620, 580
580 IF ( T1 ) 620, 610, 620
590 IFF=IFF+1
590 IFR=IFR+1
600 T1=0. 0
    GO TO 620
610 T1=SSTM( LL, N, 1)
620 CONTINUE
C
    IF ( ICRI ) 640, 640, 660
C
640 ISSC=1
    ISSA( 1) = N
    IF ( RDT-TAD2 ) 645, 645, 930
645 ICRI=0
    IF ( SSTM( LL, N, 1) -SSTM( LL, N, 2) ) 650, 650, 960
650 ICRI=0
    ISSC=0
    DO 655 KSS=1, NX
    IF ( SSTM( LL, KSS, 1) -SSTM( LL, KSS, 2) ) 655, 655, 652
652 ISSC=ISSC+1
    ISSA( ISSC) = KSS
655 CONTINUE
660 IF ( ISSC ) 660, 660, 962
    CONTINUE
C
    IF ( TIME-ENDPHA ) 670, 670, 1140
    IF ( ISW( N) ) 680, 680, 730
680 CALL APPL
680 IF ( ETIME( KEQ) ) 810, 810, 740
730 IABC=IABS( IEQU( KEQ) )
740 IF ( IFLAG( LL) -1 ) 750, 760, 750
750 CALL LRND( ISEED, RN, 1, 16867, 0)
760 IF ( RN-REPOL ) 770, 770, 800
    ETIME( KEQ) = -99999.
    GO TO 830
770 IF ( XMTTR( IABC) ) 780, 780, 790
780 XXX=VMTTR( IABC, LL)
    IF ( XXX-9999. ) 820, 760, 820
790 XXX=XMTTR( IABC)
    GO TO 820
800 ETIME( KEQ) = -10000 1. 001
    GO TO 830
810 IABC=IABS( IEQU( KEQ) )

```



```

820 XXX=XMTBF(IABC)
811 IF(IEQU(KEQ)) 811, 821, 821
811 IEQU(KEQ)=IABS(IEQU(KEQ))
811 ETIME(KEQ)=100000.
821 GO TO 830
830 CALL TTE
830 IF (ETIME(KEQ)) 840, 1150, 870
C
840 KEQU(KEQ)=KEQU(KEQ)+1
850 IF (ISW(N)) 850, 850, 370
850 DNT1=DNT1+DELT
860 IF (ICRI) 860, 370, 860
860 REDAD1(JBB)=REDAD1(JBB)+DELT
860 GO TO 370
C
870 CONTINUE
880 IF (ISW(N)) 880, 880, 370
880 DNT1=DNT1+DELT
890 IF (ICRI) 890, 900, 890
890 REDAD1(JBB)=REDAD1(JBB)+DELT
900 TDOWN=TIME-SSTIME(LL,N,1)
900 TTEMP=SSTIME(LL,N,1)
910 IF (KS(13)) 370, 370, 910
910 ALSO CHANGE LABEL 910
910 WRITE (6, 920) LL, TDOWN, TTEMP, KAA
920 FORMAT (13H DURING PHASE, I6, 20H SYSTEM WENT DOWN AT , F14.4, 13H DOWN
1TIME IS F14.4, 3X7H MISSION, I6)
910 GO TO 370
C
930 ICRI=5
930 TABORT=TIME-(RDT-TAD2)
940 IF (TABORT-ENDPHA) 940, 645, 645
940 IF (XTABT(KAA)-100000.) 660, 950, 660
950 ITEMP=1
950 ITEMP2=1
950 WRITE (6, 1010) LL, JBB, KAA, TABORT, TITLE(LL,N), TAD2
960 GO TO 1020
960 ICRI=4
960 GO TO 964
962 ICRI=2
964 TABORT=TIME-(SSTIME(LL, ISSA(1), 1)-SSTIME(LL, ISSA(1), 2))
970 IF (TABORT-ENDPHA) 990, 980, 980
980 IF (ICRI-2) 650, 985, 650
985 ICRI=0
985 GO TO 660
990 IF (XTABT(KAA)-100000.) 660, 1000, 660
1000 ITEMP=1
1000 ITEMP2=1

```



```

CHERE DO 1005 I=1 ISSC
C1005 WRITE(6,1005) LL,JBB,KAA,TABORT,TITLE(LL,ISSA(I))
C
1009 1 SSSTIME(LL,ISSA(I),2) I2,1X3HSEQ,I3,4X7HMISSION,I6,4X15HABORTED AT
1009 1 FORMAT(1X9H IN PHASE,2) I2,1X3HSEQ,I3,4X7HMISSION,I6,4X15HABORTED AT
1009 1 TIME,F10.4,10H BECAUSE,A4,35H EXCEEDED PHASE ALLOWABLE DOWNTIME
2 2XF10.3,5H HRS.)
1010 1 FORMAT(1X9H IN PHASE I2,1X3HSEQ,I3,4X7HMISSION,I6,4X15HABORTED AT
1010 1 TIME,F10.4,10H BECAUSE,A4,37H EXCEEDED MISSION ALLOWABLE DOWNT
2 2XF10.3,5H HRS.)
1020 XTABT(KAA)=TABORT
1020 IF (TABORT) 1590,1590,1040
1040 DO 1110 I=1,NEQ
1050 IF (ETIME(I)) 1050,1110,1110
1080 IF (IEQU(I)) 1080,1110,1080
1080 IF (KS(2)) 1110,1110,1110
CHERE PREVIOUS LINE WAS 1090,1110,1090
C1090 WRITE(6,1100) I,ETIME(I)
1100 FORMAT(1X7X9HEQUIPMENT,I5,24H DOWN IT WILL COME UP AT,F16.4)
1110 CONTINUE
1120 CALL APPL
1120 ITEMP2=0
1130 GO TO 660
C
1140 CONTINUE
1140 IF FEOP=ISW(N)
1140 IF (ISW(N)) 1160,1160,1270
1150 CONTINUE
1160 TDEOP=ENDPHA-TP
1170 CONTINUE
1170 IF (KS(3)) 1210,1210,1180
1180 IF (TDEOP) 1210,1210,1210
CHERE PREVIOUS LINE WAS 1190,1210,1190
C1190 WRITE(6,1200) LL,TDEOP,KAA
1200 FORMAT(1X27H SYSTEM DOWN AT END OF PHASE,I6,13H FOR DURATION,F10.4)
1200 1 6X7HMISSION,I6)
1210 CONTINUE
1210 DNT1=DNT1+TDEOP
RDT=RDT+TDEOP-DELT
DELT=TDEOP
CALL APPL
1270 CONTINUE
1270 IF (ICRI) 1280,1290,1280
1280 REDAD1(JBB)=REDAD1(JBB)+TDEOP
1290 DNT2=DNT2+DNT1
1300 IF (DNT2) 1310,1330,1310
1310 IF (KS(6)) 1330,1330,1330
CHERE PREVIOUS LINE WAS 1325,1330,1325
C1325 WRITE(6,1320) LL,KAA,DNT2

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1320 FORMAT (1X5HPHASE,I5,1X29HTOTAL SYS DOWNTIME IN MISSION,I5,1X3HWA
1330 CONTINUE
C
1340 IF (ICRI) 1350,1350,1340
1350 IF (ITEMP) 1360,1360,1350
XCUM=1-ITEMP
1360 INOABT(JBB)=INOABT(JBB)+1-ITEMP
INMI(JBB)=INMI(JBB)+1
CONTINUE
XNO=INOABT(JBB)
TNMI=INMI(JBB)
1370 IF (TNMI) 1380,1380,1370
RELY=XNO/TNMI
GO TO 1390
1380 RELY=0.0
1390 RELPY=RELY*RELY
TT1=ENDPHA-STPHAS
TT2(JBB)=TT2(JBB)+TT1
UP1=TT1-DNT1
UP2(JBB)=UP2(JBB)+UP1
IF (ISW(N)) 1410,1410,1400
1400 IAUP2(JBB)=IAUP2(JBB)+1
1410 XIAUPP=IAUP2(JBB)
XAV=XIAUPP/XKAA
IF (KAA-INUM) 1570,1420,1570
CHERE1
C1420 WRITE (6,1430) XAVI
1430 FORMAT (/47X20HINSTANT AVAILABILITY,5X2X4H IS ,F6.4)
CHERE1
C1440 WRITE (6,1450) LL,JBB,RELY,LL,RELPY
1450 FORMAT (9X17HRELIABILITY PHASE,I3,1H,,I3,5H, IS ,F6.4,3X25HRELIABI
LITY UP TO PHASE ,I2,4H IS ,F6.4)
CHERE 1420 IN BELOW LINE SHOULD BE NEXT TO ABOVE WRITE(6,1430)
1420 RELGA(JBB)=RELPY
AENDT1=0.0
AENDT2=0.0
DO 1520 I=1,KAA
1460 IF (XTABT(I)-1000.0) 1470,1520,1520
1470 IF (XTABT(I)-TIMA(JBB)) 1480,1520,1520
1480 AENDT2=AENDT2+TIMA(JBB)-XTABT(I)
JBB1=JBB-1
IF (JBB1) 1500,1500,1490
1490 IF (TIMA(JBB1)-XTABT(I)) 1500,1500,1510
1500 AENDT1=AENDT1+TIMA(JBB)-XTABT(I)
GO TO 1520
1510 AENDT1=AENDT1+TIMA(JBB)-TIMA(JBB1)
1520 CONTINUE

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```

TT3=TT3+TT2 (JBB)
UP3=UP3+UP2 (JBB)
REDAD2=REDAD2+REDAD1 (JBB) /TT2 (JBB)
RED1= (UP2 (JBB) -AENDT1+REDAD1) /TT3
RED2= (UP3-AENDT2+REDAD2) /TT3
1530 LABEL TRANSFERRED BELOW
C1530 WRITE (6,1540) RED1,RED2
1540 FORMAT (9X16HREADINESS
1          2X4H IS ,F6.4)
1530 AVA1=UP2 (JBB) /TT2 (JBB)
AVA2=UP3 /TT3
CHERE WRITE (6,1550) AVA1,AVA2
1550 FORMAT (9X23H AVERAGE AVAILABILITY ,2X4H IS ,F6.4)
1560 CHERE WRITE (6,1560) XAV
1570 FORMAT (47X20H INSTANT AVAILABILITY,5X2X4H IS ,F6.4)
1580 CONTINUE
      KKK=1
      JBB=JBB+1
      T1=SSTIME (LL,N,1)
      RETURN
1590 END

```

C
C
C

```

SUBROUTINE PACK
COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ
1, KK1, KS1, LL, LLAST, NEQ, NPH, NTYPE, N6M, REDAD1 (100), RELP, RED2
2, RELPY, REPOL, STPHAS, TTP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /BETA/NRO (6,300), IB (6,300,8), NLINE (6)
COMMON /EXTRA/ KS (20), ISW (31), ETIME (1000), XMTBF (200), XMTTR (200)
COMMON /N/IEQU (500), KEQU (500), TITLE (6,31), SSTIME (6,31), ISS (6,31)
COMMON /NPH/ NSS (6,200), IFLAG (6), TITL (6,31), ISS (6,31)
COMMON /TYP/ EX (2,200), ISPAR (3,200), IUSED (3,200), IUSED (3,200)
COMMON /MAX/ MAXNEQ, MAXTYP, MAXIB, MAXSTD
COMMON /VDC/ VDC (50,6), IUI (200), VMTTR (200,6), TAD2
COMMON /PAC/ PAC (50,6), IBNUM (6,500), ISYS (6), F (200,4)
COMMON /STAN/ STAN (60,10,6)
COMMON /CSPARE/ SPR1, SPR2, SPR3, SPR4, SPR5, SPR6, SPR7, SPR8, SPR9
1, SPR10, SPR11, SPR12, SPR13, SPR14, ITMPOP (200)
COMMON /XSPARE/ XFLAG, BUDGET, COST (201)
DIMENSION LOAD (19)
DIMENSION DUM (4)
DIMENSION IVAL (10)
DATA IBLANK /4H /
READ (5,10) KOPT, (KS(I), I=1,13)
WRITE (6,20) KOPT, (KS(I), I=1,13)

```

C


```

10 FORMAT (20I4)
20 FORMAT (1H1,I10,5X19I4)
C
30 READ (5,10) (IFLAG(I), I=1,NPH)
WRITE (6,30) (IFLAG(I), I=1,NPH)
40 FORMAT (10I4)
C
50 READ (5,40) REPOL, TAD2, XM, XM1
FORMAT (F4.0, F8.0, 2F4.0)
60 IF (XM) 35, 35, 55
IF (XM1) 36, 36, 56
70 KS (1) = 1
KS (4) = 0
KS (3) = 0
KS (2) = 0
KS (2) = 1
KS (5) = 0
KS (6) = 0
KS (7) = 0
KS (8) = 0
KS (9) = 0
KS (10) = 0
GO TO 130
80 KS (1) = 1
KS (6) = 0
KS (10) = 0
GO TO 110
90 KS (1) = 1
KS (6) = 1
KS (7) = 1
KS (10) = 1
KS (12) = 1
100 KS (2) = 1
KS (3) = 1
KS (4) = 1
KS (5) = 1
KS (7) = 0
KS (8) = 1
KS (9) = 1
GO TO 130
110 KS (1) = 0
120 KS (1) = 0

```



```

C
KS(4)=0
GO TO 80

130 NEQ=0
DO 140 I=1,MAXNEQ
  ETIME(I)=10000.
  IEQU(I)=0
140 CONTINUE
DO 155 J=1,6
  DO 150 I=1,MAXTYP
    XMTBF(I)=0.0
    VMTTR(I,J)=0.0
150 XMTTR(I)=0.0
155 CONTINUE

C
160 WRITE (6,170)
170 FORMAT (/11H TYPE NAME,18X4HMTBF,5X4HMTTR,7X2HDC,8X4HADT1,4X4HADT
12)
180 READ (5,190) I,(DUM(J),J=1,4),X,Y,U,V,W,IDUM
190 FORMAT (I4,4A4,F8.0,4F4.0,I4)
200 IF (I) 200,490,200
210 IF (I-MAXTYP) 220,220,210
210 WRITE (6,440)
220 GO TO 1000
230 DO 230 J=1,4
230 F(I,J)=DUM(J)
240 IF (I) 240,250,240
240 IF (IUI(I)) 240,250,240
250 IF (Y) 260,280,280
260 READ (5,50) (VMTTR(I,J),J=1,NPH)
270 IF (I) 280,490,280
280 EX(2,I)=V
290 IF (KS(1)) 310,310,290
290 WRITE (6,300) I,(F(I,J),J=1,4),X,Y,U,V,W
300 FORMAT (I4,2X4A4,2X4F10.1,F10.2,F10.3,2(F8.1))
310 IF (IUI(I)) 380,380,320
320 IF (KS(1)) 340,340,330
330 WRITE (6,460) (VDC(IU,ILL),ILL=1,NPH)
340 DO 370 ILL=1,NPH
  IF (VDC(IU,ILL)) 360,360,350
350 VDC(IU,ILL)=(X/VDC(IU,ILL))*XM
  GO TO 370
360 VDC(IU,ILL)=(X/.0001)*XM
370 CONTINUE
380 IF (KS(1)) 410,410,390
390 IF (Y) 400,410,410

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READ(5,675) IUNLIM,SX,SPR1,SPR2,SPR3,SPR4,SPR5,SPR6,SPR7,SPR8,SPR9
1,SPR10,SPR11,SPR12,SPR13,SPR14
675 FORMAT(A4,16X,15F4.0)
IF(SX-999.) 681,676,681
676 CALL SPARES
IF(KS(1)) 740,740,677
677 DO 678 I=1,NTYPE
678 WRITE(6,750) I,(ISPARE(J,I),J=1,3),SX
GO TO 740
681 IF(SX) 684,682,684
682 SX=1.0
684 IF(IUNLIM-IBLANK) 690,720,690
690 WRITE(6,700)
690 FORMAT(1X41HALL EQUIPMENT TYPES HAVE UNLIMITED SPARES)
700 DO 710 I=1,NTYPE
DO 710 J=1,3
710 ISPARE(J,I)=90000
GO TO 760
720 DO 740 I=1,NTYPE
READ(5,10) (ISPARE(J,I),J=1,3)
BILL=FLOAT(ISPARE(1,I)) * SX
IF(INT(BILL)-BILL) 727,725,727
725 ISPARE(1,I)=BILL
GO TO 728
727 ISPARE(1,I)=INT(BILL)+1
728 CONTINUE
IF(KS(1)) 740,740,730
730 WRITE(6,750) I,(ISPARE(J,I),J=1,3),SX
740 CONTINUE
750 FORMAT(5X,I4,2X,3I10,13X,F6.2)

C
760 WRITE(6,770) NPH
770 FORMAT(1H1,3X28H THE MISSION WILL BE RUN WITH,I4,7H PHASE ,27H TYPE
1S IN VARIABLE SEQUENCE.)

C
DO 777 I=1,6
DO 776 J=1,10
DO 775 K=1,60
ISTB(K,J,I)=0
775 CONTINUE
776 CONTINUE
777 CONTINUE
DO 990 K=1,NPH
READ(5,780) XID,LL,NSS(K),ISS(K,NSS(K)+1),SSTIME(K,NSS(K)+1,2)
ISYS(K)=ISS(K,NSS(K)+1)
780 FORMAT(A4,3I4,F8.0)
NX=NSS(K)
N=NX+1

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```

790 IF (KS(1)) 820 820 790
800 WRITE(6,810) XID,LL,NSS(K),ISS(K,N),SSTIME(K,N,2)
810 FORMAT(1XA4,3I4,F10.2)
820 FORMAT(/1XA4,3I4,F10.2)
820 TITLE(K,N)=XID
DO 840 IK=1,NX
READ(5,780) TITLE(K,IK),KK,MM,ISS(K,IK),SSTIME(K,IK,2)
IF(KS(1)) 840 840 830
830 WRITE(6,800) TITLE(K,IK),LL,MM,ISS(K,IK),SSTIME(K,IK,2)
840 CONTINUE

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DO 850 JA=1,MAXIB
DO 850 JB=1,8
IB(K,JA,JB)=0
NRO(K,JA)=b
850 CONTINUE
IOR=0
I=0
I=I+1
READ(5,10) (IVAL(J),J=1,10),IRULE
IF(IVAL(1).EQ.0) GO TO 990
IF(IRULE.NE.0) GOTO 930
IF(I.LE.MAXIB) GO TO 880
WRITE(6,870) MAXIB
870 FORMAT(1H1,10X,29H# OF GROUP CARDS GREATER THAN,I4)
STOP
NRO(K,I)=IVAL(1)
DO 890 J=1,8
IB(K,I,J)=IVAL(J+1)
890 CONTINUE
IBNUM(K,IB(K,I,1)-500)=I
NLINE(K)=I
900 IF(KS(1)) 860 860 910
910 WRITE(6,920) NRO(K,I), (IB(K,I,J),J=1,8)
920 FORMAT(1X,I3,8I4)
GO TO 860
930 CONTINUE
I=I-1
IOR=IOR+1

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IF(IOR.LE.MAXSTD) GO TO 950
WRITE(6,940) MAXSTD
940 FORMAT(1H1,10X,36H# OF OPERATE RULE CARDS GREATER THAN,I4)
STOP
950 CONTINUE
DO 960 J=1,10
ISTB(IOR,J,K)=IVAL(J)

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```

960 CONTINUE
970 IF(KS(1)) 860,860,970
980 WRITE(6,980) (ISTB(IOR,J,K),J=1,10)
980 FORMAT(30X,10I4)
990 GO TO 860
1000 CONTINUE
CONTINUE
RETURN
END

```

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```

SUBROUTINE EVENT
COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZ2
1, KK1, KS1, LL, LLLAST, NEQ, NPH, NTYP, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /XSPARE/XFLAG, BUDGET, COST(201)

```

C

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R=ABS(ETIME(1))
KEQ=1
DO 20 I=2,NEQ
RR=ABS(ETIME(I))
IF (R-RR) 20,20,10
10 R=RR
20 KEQ=I
CONTINUE
RETURN
END

```

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```

SUBROUTINE TTE
COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZ2
1, KK1, KS1, LL, LLLAST, NEQ, NPH, NTYP, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /EXTRA/ KS(20), ISW(31)
COMMON /NPH/ NSS(6), TITLE(6,31), SSTEIME(6,31,2), ISS(6,31)
COMMON /TYP/EX(2,200), ISPARE(3,200), IUSED(3,200), IUSED(3,200)
COMMON /DELTA/KK2
COMMON /XXX/XXX
COMMON /VDC/VDC(50,6), IUI(200), VMTTR(200,6), TAD2
COMMON /GAMMAA/XMTBA, VAR, RELGA(100), TIMA(100), XXT(200), ITT, ISEED
COMMON /XSPARE/XFLAG, BUDGET, COST(201)

```

C

```

10 K=KEQ

```



```

20 J=IABS(IEQU(K))
30 IF (ETIME(K)-1000.00.) 30,120,30
30 IF (ETIME(K)) 120,120,40
C
40 IF (ABS(XXX)-9999.) 41,120,41
41 DO 60 I=1,2
41 IF (ISPARE(I,J)-IUSED(I,J)) 60,60,50
50 IUSED(I,J)=IUSED(I,J)+1
50 IUSED(I,J)=IUSED(I,J)+1
50 I=I
GO TO 120
60 CONTINUE
70 IF (ISPARE(3,J)-IUSED(3,J)) 70,70,110
70 IF (ETIME(K)-1000.00.) 80,120,80
80 ETIME(K)=-5000.00
80 IF (KS(12)) 340,340,90
90 WRITE(6,100) J
100 FORMAT(1X15HEQUIPMENT TYPE, I4,25H HAS CONSUMED ALL SPARES.)
110 GO TO 340
110 IUSED(3,J)=IUSED(3,J)+1
110 IUSED(3,J)=IUSED(3,J)+1
110 I=3
C
120 XXX=ABS(XXX)
C
130 IF (KKK2) 140,130,140
130 TP=0
140 IF (ETIME(K)-1000.00.) 160,150,160
150 ETIME(K)=-TP
150 GO TO 170
160 IF (ETIME(K)) 170,170,180
170 X=1
170 GO TO 190
180 X=-1
190 CALL LRND(ISEED,RN,1,16807,0)
190 IF (I-2) 200,210,210
200 ADT=0.
200 GO TO 220
210 III=I-1
210 ADT=EX(III,J)
220 CONTINUE
220 IF (ETIME(K)) 230,230,330
230 K1=IABS(IEQU(K))
230 IF (IUI(K1)) 330,330,240
240 IU=IUI(K1)
240 ST=0.0
240 SR=1.0

```



```

RN3=RN
DO 310 I=JBB, 100
T=XXT(2*I)
IF (T) 250, 320, 250
250 IF (ST) 300, 260, 300
260 T=TIMA(I)+ETIME(K)
IF (T) 270, 310, 300
270 T=0
GO TO 310
300 LLL=XXT(2*I-1)
YM=VDC(IU,LLL)
IF (XM) 280, 320, 280
280 R=EXP(-T/XM)
SR=SR+R
IF (SR-RN) 320, 320, 290
290 ST=ST+T
RN3=RN/SR
310 CONTINUE
320 ETIME(K)=ST-(XM*A LOG(RN3))+ABS(ETIME(K))+ADT
GO TO 340
330 ETIME(K)=X*(-XXX*A LOG(RN)+ABS(ETIME(K))+ADT)
340 IF (IFLAG(LL)-1) 370, 370, 350
350 IF (ETIME(K)+500000.) 360, 370, 360
360 ETIME(K)=100000.
370 CONTINUE
RETURN
END

```

CCCCCCCC

```

SUBROUTINE STNDBY
COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ
1, KK1, KS1, LL, LLAST, NEO, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /XXX/XXX
COMMON /STAN/ISTB(60,10,6)
COMMON /XSPARE/XFLAG, BUDGET, COST(201)
DO 170 I=1, 50
IF (ISTB(I,1,LL)) 10, 180, 10

```

C 10 INDEX=1
DO 50 J=2,10
KK=ISTB(I,J,LL)


```

NL1=NLIN( LL )
10 DO 130 K=1,NL1
12 KT=IB( LL,K,1 )
14 IF( KID-KT ) 16,18,16
16 ISUM=0

18 IF( NRO( LL,K ) ) 130,130,20
20 DO 60 J=2,8
30 KK=IABS( IB( LL,K,J ) )
40 IF( KK ) 70,70,40
50 ISUM=ISUM+1
60 CONTINUE
70 IF( ISUM-NRO( LL,K ) ) 80,90,90
80 ETIME( KT )=-1.
GO TO 100

90 ETIME( KT )=1.
100 IF( KS( 12 ) ) 125,125,110
110 WRITE( 6,120 ) KT,ETIME( KT )
120 FORMAT( 'X3HKK=',I5,7H ETIME=,F10.5 )
125 KID=KT
130 CONTINUE

N=NSS( LL )+1
DO 160 I=1,N
J=ISS( LL,I )
IF( ETIME( J ) ) 140,140,150
140 ISW( I )=-1
GO TO 160
150 ISW( I )=1
160 CONTINUE
KZZ=0
RETURN
END

```

C

CCCC

```

SUBROUTINE APPLE
DIMENSION IPRNT(50), ICHLD(50), MKBA(100)
COMMON /ALPHA/DNT2, ENDPHA, ICR1, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ
1, KK1, KS1, LL, LLLAST, NEQ, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /BETA/NRO(6,300), IB(6,300,8), NLIN(6)
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /TIGAP/ UP4, XNUM, BAPRIN, AVA, XPCAP, RUNID(19), TYCOON(500)
+ COUNTB(500), XTCUM
COMMON /RUNAP/ ITEMP2, DELT, ISSA(31), ISSC

```



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COMMON/NPH/NSS(6) IFLAG(6), TITLE(6,31), SSTIME(6,31,2), ISS(6,31)
COMMON /PACKAP/IBNUM(6,500), ISYS(6), F(200,4)
COMMON /XSPARE/XFLAG, BUDGET, COST(201)

C
90 IF(BAPRIN) 790, 90, 90
   JCOUNT=0
C
100 IPTR=0
   L=LL
   IF(ITEMP2) 240, 105, 107
105 K=IBNUM(L, ISYS(L) -500)
   GOTO 108
107 KSS=ISSA(ISSC)
108 K=IBNUM(L, ISS(L, KSS) -500)
110 KID1=IB(L, K, 1)
   NN=2
C
120 DO 210 N=NN, 8
   IGRP=IB(L, K, N)
   IF(IGRP) 240, 212, 140
140 IF(ETIME(IGRP)) 150, 150, 210
150 IF(IGRP-500) 170, 170, 166
C
170 IF(JCOUNT) 240, 200, 180
180 DO 190 I=1, JCOUNT
   IF(MKBA(I) -IGRP) 190, 210, 190
190 CONTINUE
200 CONTINUE
   JCOUNT=JCOUNT+1
   MKBA(JCOUNT)=IGRP
210 CONTINUE
212 IF(K-1) 220, 220, 214
214 KID2=IB(L, K-1, 1)
216 IF(KID1-KID2) 220, 216, 220
   K=K-1
220 GOTO 108
   IF(IPTR) 240, 260, 230
C
230 K=IPRNT(IPTR)
   KID1=IB(L, K, 1)
   NN=ICHLD(IPTR)
   IPTR=IPTR-1
   GOTO 120
C
160 IF(N-8) 165, 167, 240
C
165 IPTR=IPTR+1
   IPRNT(IPTR)=K

```



```

      ICHLD(IPTR)=N+1
167 K=IBNUM(L,IGRP-500)
      GOTO 108
240 WRITE(6,250)
250 FORMAT(12H APPLE ERROR)
      GO TO 300
C
260 IF(ITEMP2) 240,265,262
262 ISSC=ISSC-1
      IF (ISSC) 240,265,100
265 FPCOUNT=FLOAT(JCOUNT)
      IF (ITEMP2) 270,270,280
C
270 DO 275 I=1,JCOUNT
275 TYCOON(MKBA(I))=TYCOON(MKBA(I))+DELT/FPCOUNT
      GOTO 300
C
280 DO 290 I=1,JCOUNT
290 COUNTB(MKBA(I))=COUNTB(MKBA(I))+1/FPCOUNT
300 CONTINUE
      RETURN
C
790 CONTINUE
      WRITE(6,800) (RUNID(I),I=1,19)
800 FORMAT(1H1,3X,19A4//)
      WRITE(6,810)
810 FORMAT(32X,19HCRTICAL EQUIPMENTS//32X,18HUNAVAILABILITY AND/ 27
1X25HPERCENT OF UNAVAILABILITY//)
820 FORMAT(24X4HNAME,17X7HNUM HRS,11X5HUNAVA,2X7HPERCENT,6X8HEQU TYPE
1,5X7HEQU NUM/)
C
      IF (AVA-1.) 830,880,830
830 TR=TYCOON(1)
      INDEX=1
      DO 850 I=2,NEQ
      TRR=TYCOON(I)
      IF (TR-TRR) 840,850,850
840 TR=TRR
      INDEX=I
850 CONTINUE
      TYCUM=TYCOON(INDEX)/TT3
      TYCUM2=TYCOON(INDEX)/(TT3-UP4)*100.
      IF (TYCOON(INDEX)) 860,880,860
860 IXX=IABS(IEQU(INDEX))
      WRITE(6,870) (F(IXX,J),J=1,4),TYCOON(INDEX),TYCUM,TYCUM2,IXX
1INDEX
870 FORMAT (20X4A4,F20.4,4XF8.4,F8.2,8XI4,10XI4)

```



```

TYCOON(INDEX)=0.0
GO TO 830 (RUNID(I), I=1, 19)
880 WRITE (6, 800)
890 WRITE (6, 910)
910 FORMAT(32X, 19HCRITICAL EQUIPMENTS//32X, 17HUNRELIABILITY AND/ 27X
127HPERCENT OF MISSION FAILURES//)
WRITE (6, 920)
920 FORMAT (12X, 19HDESCRIPTION, 8X3HNO., 6X6HUNREL, 3X7HPERCENT, 2X13HEQUI
1P EQUIP /28X8HFAILURES, 22X10HTYPE NO.)
IF (XPCAP-1.) 930, 1090, 930
C
930 INEWA=0
DO 950 I=1, NEQ
IF (COUNTB(I)) 950, 950, 940
940 INEWA=INEWA+1
MKBA(INEWA)=I
950 CONTINUE
C
TOTAL=XNUM-XTCUM
955 IF (INEWA-1) 1010, 975, 952
952 INDEX=MKBA(1)
NN=1
TR=COUNTB(INDEX)
DO 970 I=2, INEWA
IF (TR-COUNTB(MKBA(I))) 960, 970, 970
960 INDEX=MKBA(I)
NN=I
TR=COUNTB(INDEX)
CONTINUE
970 UNREL=TR/XNUM
977 PERC=TR/TOTAL*100.
IND=IABS(IEQU(INDEX))
WRITE (6, 990) (F(IND, J), J=1, 4), TR, UNREL, PERC, IND, INDEX
990 FORMAT (9X4A4, 3XF6.1, 5XF6.4, 3XF6.2, 4XI4, 3XI4)
MKBA(NN)=MKBA(INEWA)
INEWA=INEWA-1
GOTO 955
975 INDEX=MKBA(1)
TR=COUNTB(INDEX)
GOTO 977
1010 JNUM=IFIX(XNUM)
WRITE (6, 1020) JNUM
1020 FORMAT (//9X19HTOTAL NO. MISSIONS=, I4)
ITOTAL=TOTAL
WRITE (6, 1030) ITOTAL
1030 FORMAT (9X27HTOTAL NO. MISSION FAILURES=, I4)
1090 RETURN
END

```



```

C
C
C
C
C
SUBROUTINE SPARES
COMMON /ALPHA/DNT 2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ,
1, KK1, KS1, LL, LLLAST, NEO, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCU, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /TYP/EX(2,200), ISPARE(3,200), IUSED(3,200), IUSED(3,200)
COMMON /CSPARE/ SPR1, SPR2, SPR3, SPR4, SPR5, SPR6, SPR7, SPR8, SPR9
1, SPR10, SPR11, SPR12, SPR13, SPR14, ITMPOP(200)
OREILLY ADD
COMMON /XSPARE/XFLAG, BUDGET, COST(201)
COMMON /KSPARE/JTIME, TOTSPR
IF(XFLAG-1.) 5,2,3
2 CALL MSPARE
WRITE(6,22)
GO TO 101
3 CALL GSPARE
WRITE(6,22)
GO TO 101
5 CUT=SPR1
XAVAIL=9
XBUDL=.85*BUDGET
XBUDH=1.05*BUDGET
WRITE(6,301)XBUDH
301 FORMAT(/1X,5HBUDH ,F8.2)
HIGH=1.
LOW=0.0
WRITE(6,6)
6 FORMAT(/1X,33HSPARES BEING COMPUTED USING FLSP)
WRITE(6,303)XAVAIL
OREILLY STOP
DO 10 I=1, NTYPE
ITMPOP(I)=0
10 CONTINUE
DO 20 I=1, NEO
ITMPOP(IEQU(I))=ITMPOP(IEQU(I))+1
20 CONTINUE
25 DO 90 I=1, NTYPE
EX90DD=((8766-XMTBF(I))/4.)*ITMPOP(I)
IF(EX90DD-1.) 60,30,30
30 PRBSUM=EXP(-EX90DD)
DUM=PRBSUM
KFACT=1
C

```



```

K=0
40 K=K+1
   KFACT=KFACT*K
   PRBSUM=PRBSUM+DUM*(EX90DD**K)/KFACT
   IF (PRBSUM-XAVAIL) 40,50,50
50 ISPARE(1,I)=K
   GO TO 90
60 IF (4.*EX90DD-CUT) 80,80,70
C
70 ISPARE(1,I)=1
   GO TO 90
80 ISPARE(1,I)=0
90 CONTINUE
   XSUM=0.0
   DO 95 I=1,NTYPE
     XSUM1=ISPARE(1,I)*COST(I)
     XSUM=XSUM+XSUM1
95 CONTINUE
   WRITE(6,302) XSUM
302 FORMAT(/1X,5HXSUM,F8.2)
   IF (XSUM-XBUDH) 200,200,205
97 WRITE(6,98) XAVAIL
98 FORMAT(/1X,44HFSLIP ALLOWS CONSTRAINED BY BUDGET, XAVAIL=,F8.6)
99 DO 100 I=1,NTYPE
   DO 100 J=2,3
     ISPARE(J,I)=0
100 CONTINUE
C   OREILLY ADD
   WRITE(6,22)
22 FORMAT(/1X11HSPARES TYPE,6X4HSHIP,4X6HTENDER,6X4HBASE,12X6HFACTOR)
101 RETURN
200 IF (XAVAIL-.9) 97,99,99
205 IF (XAVAIL-.1) 208,208,206
206 XAVAIL=XAVAIL-.05
   WRITE(6,303) XAVAIL
   GO TO 25
208 DO 215 I=1,NTYPE
   J=1
   ISPARE(J,I)=0
215 CONTINUE
   GO TO 97
   GO TO 25
C   OREILLY STOP
C
C
C
C

```



```

C
C
C
C
SUBROUTINE MSPARE
MARGINAL ANALYSIS MODEL WITH COST CONSTRAINT READ IN SEPERATELY

COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IFR, INUM, IOPT, JBB, KEQ, KKK, KZZ,
1, KK1, KS1, LL, LLAST, NEO, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPOL, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /TYP/EX(2,200), ISPARE(3,200), IUSED(3,200), IUSED(3,200)
COMMON /CSPARE/ SPR1, SPR2, SPR3, SPR4, SPR5, SPR6, SPR7, SPR8, SPR9
1, SPR10, SPR11, SPR12, SPR13, SPR14, ITMPOP(200)
COMMON /XSPARE/XFLAG, BUDGET, COST(201)
COMMON /KSPARE/JTIME, TOTSPR
DIMENSION PRBSUM(201)
DIMENSION PRBSUA(201)
DIMENSION PRBSUD(201)
DIMENSION DUM(201)
DIMENSION K(201)
DIMENSION KFACT(201)
DIMENSION EX90DD(201)
DIMENSION PRBSUE(201)

NTYPE1=NTYPE+1
COST(NTYPE1)=9.E10
PRBSUD(NTYPE1)=0
BUDLEF=BUDGET
SFLAG=0
WRITE(6,1)
1 FORMAT(/1X, 48H SPARES WILL BE DETERMINED WITH MARGINAL ANALYSIS)
2 FORMAT(/1X, 10HBUDGET IS ,F8.0)

SET INITIAL STOCKS TO ZERO (SHIP/TENDER/DEPOT)

DO 5 I=1, NTYPE
DO 5 J=1, 3
ISPARE(J,I)=0
4 FORMAT(/1X, 24HSPARE MATRIX SET TO ZERO)
5 CONTINUE
DETERMINE EXPECTED FAILURES IN 90 DAYS AND DETERMINE PROBABILITY
OF NO STOCKOUTS IN 90 DAYS IF ZERO SPARES ARE CARRIED.

DO 6 I=1, NTYPE
ITMPOP(I)=0
6 CONTINUE
DO 7 I=1, NEO
ITMPOP(IEQU(I))=ITMPOP(IEQU(I))+1

```



```

7 CONTINUE
  DO 10 I=1,NTYPE
    EX90DD(I) = ((8766 - XMTBF(I)) / 4.) * ITMPOP(I)
    PRBSUM(I) = EXP(-EX90DD(I))
    DUM(I) = PRBSUM(I)
    8 FORMAT(//1X,17HITMPOP DETERMINED)
    9 FORMAT(//1X,16HEX90DD FOR ITEM ,I4,3X,F8.3)
    10 CONTINUE
    11 FORMAT(//1X,16HITMPOP FOR ITEM ,I4,4H IS ,I4)
    12 FORMAT(//1X,18HNTYPE AND NEQ ARE ,I4,I4)
    13 FORMAT(//1X,11HIEQU(I) IS ,I4)
    14 FORMAT(//1X,11HIEQU(I) IS ,I4)
    K = NUMBER OF SPARES
    DO 20 I=1,NTYPE
      K(I)=1
      KFACT(I)=1
      WRITE(6,15) I,COST(I)
      15 FORMAT(//1X,17HTHE COST OF ITEM ,I4,4H IS ,F8.2)
      20 CONTINUE
    DETERMINE PROBABILITY OF NO STOCKOUTS WITH ONE MORE SPARE THAN
    PRBSUM.
    DO 25 I=1,NTYPE
      PRBSUA(I) = PRBSUM(I) + DUM(I) * (EX90DD(I) * K(I)) / KFACT(I)
      25 CONTINUE
    CALCULATE MARGINS BETWEEN PRBSUMA AND PRBSUM
    DO 30 I=1,NTYPE
      PRBSUE(I) = PRBSUA(I) - PRBSUM(I)
      PRBSUD(I) = PRBSUE(I) / COST(I)
      30 CONTINUE
    SELECT LARGEST MARGIN
    31 I=1
    DO 50 J=2,NTYPE1
      IF (BUDLEF-COST(I)) 40,35,35
    35 SFLAG=1
      IF (PRBSUD(J) - PRBSUD(I)) 50,50,45
    40 I=J
      GO TO 50
    45 IF (BUDLEF-COST(J)) 50,40,40

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```

C      50 CONTINUE
C      IF ONE MORE OF ANY SPARE IS ALLOWED, INCREMENT SPARES ALLOWANCE,
C      OR ELSE QUIT.
C      55 IF(SFLAG-1.) 100,60,100
C
C      IF ONE MORE SPARE IS ALLOWED, INCREMENT SPARES ALLOWANCE AND
C      ADJUST REMAINING BUDGET LEFT.
C      60 ISPA(1,I)=ISPA(1,I)+1
C      BUDLEF=BUDLEF-COST(I)
C      K(I)=K(I)+1
C      PRBSUM(I)=PRBSUA(I)*EX90DD(I)/K(I)
C      PRBSUE(I)=PRBSUE(I)/COST(I)
C      PRBSUD(I)=PRBSUA(I)+PRBSUE(I)
C      SFLAG=0
C      GO TO 31
C
C      100 WRITE (6,101)
C      101 FORMAT(1X,29HALL SPARES HAVE BEEN COMPUTED)
C
C      RETURN
C      END
C
C      SUBROUTINE GSPARE
C      AVAILABILITY ROUTINE DEVELOPED BY MAN WON JEE
C
C      COMMON /ALPHA/DNT2,ENDPHA,ICRI,IFF,IFR,INUM,IOPT,JBB,KEQ,KKK,KZZ,
C      1,KK1,KS1,ILL,LAST,NEQ,NPH,NTYPE,NUM,REDAD1(100),RELP,RED2,
C      2,RELPI,REPOL,STPHAS,TTP,T1,XCUM,Tt3,UP3,IPFEOP,T3,TIME,T3SUM,
C      COMMON /N/IEQU(500),KEQU(500),ETIME(1000),XMTBF(200),XMTTR(200)
C      COMMON /TYP/EX(2,200),ISPA(3,200),IUSED(3,200),IIUSED(3,200)
C      COMMON /CSPARE/SPR1,SPR2,SPR3,SPR4,SPR5,SPR6,SPR7,SPR8,SPR9
C      1,SPR10,SPR11,SPR12,SPR13,SPR14,ITMPOP(200)
C      COMMON /XSPARE/XFLAG,BUDGET,COST(201)
C      COMMON /KSPARE/JTIME,TOTSPR,COMB(10000),COMBA(10000),SER(100)
C      INTEGER NOSPRS,COMB,COMBASER
C      DIMENSION LAMBDA(200),JSPARE(50,200),ETA(200),THETA(200)
C      DIMENSION DELTA(200),XPRES1(50),XPRES2(50)
C      COMMON /GEALG/NOSPRS,AVAIL(200,50),CCOST(200,50),SPRS(200,50)

```



```

REAL JSPARE, LAMBDA, THETA, ETA, DELTA, IEXP, EMLT, TOD, PROD, XPRES1
REAL XPRES2, XK, XLAST, FKR, FACTOR, SUMK, EMET, TODSO, TSQOD3, XLAST1, PKL
REAL PROD1, SUMK1, SUMK11, AVAIL, BVAR, FCTOR2, JTIME1, JTIME2, GTIME
INTEGER AVAR, R, FCTOR1, LVAR, K, TOTSPR, JVAR, SPRS

C
C
WRITE(6,1)
1 FORMAT(/1X, 39HSPARES BEING COMPUTED USING JEE FORMULA)
WRITE(6,2) JTIME
2 FORMAT(/1X, 9HJTIME IS ,I8)
GTIME=FLOAT(JTIME)
4 FORMAT(/1X, 8HJTIME IS ,F8.1)
WRITE(6,3) TOTSPR
3 FORMAT(/1X, 10HTOTSPR IS ,I4)
SET INITIAL STOCKS TO ZERO (SHIP/TENDER/DEPOT)
C
C
DO 5 I=1, NTYPE
DO 5 J=1, 3
ISPAR(J, I) = 0
5 CONTINUE
6 FORMAT(/1X, 24HSPARE MATRIX SET TO ZERO)
C
C
SET GSPARE AVAILABILITY MATRIX TO ZERO
C
C
AVAR=TOTSPR+1
DO 10 I=1, NTYPE
DO 10 J=1, TOTSPR
AVAIL(I, J) = 0
10 CONTINUE
C
C
CALCULATE LAMBDA, ETAS, THETAS, AND DELTAS
C
C
DO 13 I=1, NTYPE
LAMBDA(I) = 1/XMTBF(I)
13 CONTINUE
C
DO 14 I=1, NTYPE
ETA(I) = 1/XMTR(I)
14 CONTINUE
C
DO 15 I=1, NTYPE
THETA(I) = LAMBDA(I) * ETA(I)
15 CONTINUE
C
DO 16 I=1, NTYPE
DELTA(I) = ETA(I) - LAMBDA(I)
16 CONTINUE

```



```

C C C
C CALCULATE GSPARE AVAILABILITIES WITH ZERO SPARES
      DO 18 I=1, NTYPE
      AVAIL(I,1)=EXP(-LAMBDA(I)*GTIME)
      SPRS(I,1)=0
      CCOST(I,1)=0.0
18 CONTINUE
C C C
C CALCULATE AVAILABILITIES FOR EACH I (THRU NTYPE) WITH K SPARES (THRU
TOTSPR)
      DO 300 I=1, NTYPE
      FIND XPRES1: FIRST HALF OF AVAIL EQUATION
      FOR K=1, WE FIND SUM TO BE:
      EMLT=EXP(-LAMBDA(I)*GTIME)
      TOD=THETA(I)/DELTA(I)
      PROD=TOD
      XPRES1(1)=(GTIME-1./DELTA(I))*TOD*EMLT
C C C
C NOW INITIALIZE OTHER VARIABLES
      XK=GTIME
      XLAST=1
      FKR=1
C
      IF (TOTSPR-1) 110,110,30
30 DO 100 K=2,TOTSPR
C CALCULATE FKR FOR R=1 USING RECURSIVE EXP NO.1
      FKR=K*XLAST/(K-1)**2
      XLAST=FKR
      JVAR=K-1
      JTIME1=GTIME**JVAR
      JTIME2=JTIME1/DELTA(I)
      FACTOR=(-1.)*JTIME2
      SUMK=FACTOR*FKR
552 FORMAT(1X,7HSUMK = ,E10.4)
C C C
C NOW SUM OVER R=2 TO K; CALCULATE USING RECURSIVE EXP NO.2
      DO 50 R=2,K
      FKR=(K+(R-1))*K*(K-(R-1))*FKR/R
      XK=XR*GTIME/K
      XPRES1(K)=(XK+SUMK)*EMLT*PROD
100 CONTINUE
C

```



```

C FIND XPRES2: SECOND HALF OF AVAIL EXPRESSION
C FOR K=1 WE FIND SUM TO BE:
  IF(ETA(I)*GTIME-25.0) 110,110,109
109 EMET=0
  GO TO 117
110 EMET=EXP(-ETA(I)*GTIME)
512 FORMAT(/,X 26H1 EMET,ETA, AND TIME ARE: ,I4,E12.5,F8.5,F8.1)
117 TODSQ=THETA(I)/DELTA(I)*#2
  XPRES2(1)=TODSQ*EMET
  IF(TOTSPR-1)204,204,120
  FOR K=2 WE FIND SUM TO BE:
120 TSOOD3=TODSQ*(THETA(I)/DELTA(I))
  XPRES2(2)=(-1.)*TSOOD3*(GTIME+(3/DELTA(I))*EMET
  IF (TOTSPR-2) 204,204,140
C
C NOW INITIALIZE VARIABLES
C
140 XLAST1=3/DELTA(I)
  FCTOR2=GTIME
  FKL=3/DELTA(I)
  PROD1=THETA(I)*#2/DELTA(I)*#3
  FCTOR1=-1.
  DO 205 K=3,TOTSPR
C
C CALCULATE FKL FOR L=1 USING RECURSIVE EXP NO. 3
C
  FKL=XLAST1*GTIME* (1./(K-2))* (1./K)* (K+1)
  XLAST1=FKL
  SUMK1=FKL
C
C NOW SUM OVER L=2 TO K-1 USING RECURSIVE EXP NO. 4
C
  LVAR=K-1
  DO 150 L=2, LVAR
    FKL=FKL*(K-L)* (K+L)* (1./L)
    FKL=FKL/(GTIME*DELTA(I))
    SUMK1=SUMK1+FKL
  150 CONTINUE
  FCTOR2=FCTOR2*GTIME/(K-1)
  SUMK11=FCTOR2+SUMK1
C
204 PROD1=PROD1*(THETA(I)/DELTA(I))
  FCTOR1=FCTOR1*(-1.)
  XPRES2(K)=FCTOR1*PROD1*EMET*SUMK11
205 CONTINUE

```



```

C      BECAUSE 0 SPARES AVAILABILITY IS INDEXED AS 1 DO:
C      DO 250 K=1, TOTSPR
C      AVAIL(I,K+1)=XPRES1(K)+XPRES2(K)+AVAIL(I,K)
C      CCOST(I,K+1)=COST(I)*K
C      SPRS(I,K+1)=K
250 CONTINUE
300 CONTINUE
C      DO 450 I=1, NTYPE
C      WRITE(6,350) I
350 FORMAT(//1X,29H AVAILABILITY MATRIX FOR SPARE,I3,4H IS: )
C      DO 440 J=1, AVAR
C      WRITE(6,370) I, SPRS(I,J), CCOST(I,J), AVAIL(I,J)
370 FORMAT(//1X,I4,2X,I4,2X,F8.2,2X,F8.6)
440 CONTINUE
450 CONTINUE
C      CALL GEEALG
C      RETURN
C      END

```

CCCCCCCCCCCC CCCCC

SUBROUTINE GEEALG

ALGORITHM DEVELOPED BY GEE FOR DETERMINING OPTIMAL SPARES COMBINATIONS

```

COMMON /ALPHA/DNT2, ENDPHA, ICRI, IFF, IPR, INUM, IOPT, JBB, KEQ, KKK, KZZ,
1, KK1, KS1, LL, LLAST, NEQ, NPH, NTYPE, NUM, REDAD1(100), RELP, RED2
2, RELPY, REPO1, STPHAS, TP, T1, XCUM, TT3, UP3, IFFEOP, T3, TIME, T3SUM
COMMON /N/IEQU(500), KEQU(500), ETIME(1000), XMTBF(200), XMTTR(200)
COMMON /TYP/EX(2,200), ISPARE(3,200), IUSED(3,200)
COMMON /CSPARE/ SPR1, SPR2, SPR3, SPR4, SPR5, SPR6, SPR7, SPR8, SPR9
1 SPR10, SPR11, SPR12, SPR13, SPR14, ITMPOP(200)
COMMON /KSPARE/JTIME, TOTSPR, COMB(9999), COMBA(9999), SER(100)
INTEGER NOSPRS, COMB, COMBASER
COMMON /XSPARE/XFLAG, BUDGET, COST(201)
COMMON /GEALG/NOSPRS, AVAIL(200,50), CCOST(200,50), SPRS(200,50)
DIMENSION LAMBDA(200), JSPARE(50,200), ETA(200), THETA(200)
DIMENSION DELTA(200), XPRES1(50), XPRES2(50)
INTEGER OPT, LOPT, MATV, CSPRS(111,20), FIXA, IVARA, IVARB
INTEGER IVAR1, IVAR2, NCAND, PK, PJ, PL, PM, LJ, LM, LK, LL, IVAR(999)
REAL AVAILO(9999), CCOSTO(9999), PAVAIL, PCOST, NCOST, NAVAIL

```



```

REAL JSPARE, LAMBD A TH ETA, ETA, DELTA, IEXP, EMLT, TOD, PROD, XPRES1
REAL XPRES2, XK, XLAST, FKR, FCTOR, SUMK, EMET, TODSO, ISOOD3, XLAST1, PKL
REAL PROD1, SUMK1, SUMK11, AVAIL, BVAR, FCTOR2, JTIME1, JTIME2, GTIME
REAL CCOST
INTEGER AVAR, R, FCTOR1, LVAR, K, TOTSPR, TOTSP, JVAR, SPRS
INTEGER HOLD7, HOLD8, COMBIN, OPT1, OPT2

```

```

WRITE(6, 1100)

```

```

SET INITIAL VARIABLES.

```

```

MATV=1
TOTSP=TOTSPR+1
HOLD7=0
HOLD8=0
COMBIN=101

```

```

CHANGE AVAIL, CCOST AND SPRS FIGURES TO AVAILO, CCOSTO, CSPRS.

```

```

DO 20 I=1, NOSPRS
J=I+10

```

```

DO 15 K=1, TOTSP
AVAILO(J)=AVAIL(I,K)
CCOSTO(J)=CCOST(I,K)
CSPRS(J,I)=SPRS(I,K)
J=J+1

```

```

15 CONTINUE
20 CONTINUE

```

```

CHECK FIRST INPUT COMBINATION

```

```

J=COMB(MATV)
L=COMBA(MATV)
IF(J-1.) 30, 32, 32
30 WRITE(6, 1101)
GO TO 1600

```

```

CHECK SUBSEQUENT INPUT COMBINATIONS

```



```

31 J=COMB(MATV)
   L=COMB(A(MATV))
C
C
C      IF J=0 THEN STOP
C
32 IF(J-1.) 1200,33,33
33 IF(J-70.) 36,34,55
34 WRITE(6,1103)
   GO TO 1000
36 J=J+10
37 IF(L-70.) 37,34,45
   L=L+10
38 IF(HOLD7-1.) 43,38,38
39 IF(HOLD8-1.) 40,39,39
   WRITE(6,1103)
   GO TO 1000
C
C      801 COMBINATION FROM 2 ORIGINAL INPUTS
C
40 OPT1=801
   HOLD8=COMBIN
   IVARA=J+TOTSPR
   IVARB=L+TOTSPR
   GO TO 125
C
C      FIRST COMBINATION: RESULTING MATRIX = 701
C
43 OPT1=701
   HOLD7=COMBIN
   IVARA=J+TOTSPR
   IVARB=L+TOTSPR
   GO TO 125
45 IF(HOLD7-L) 50,46,50
46 OPT1=701
   HOLD7=COMBIN
   L=701
   IVARA=J+TOTSPR
   IVARB=IVAR(701)
   GO TO 125
50 IF(HOLD8-L) 51,52,51
51 WRITE(6,1103)
   GO TO 1000

```



```

C  J IS TO BE COMBINED WITH EXISTING 801 COMBINATION.
C  RESULTING MATRIX = 801.
C
52 OPT 1=801
   HOLD8=COMBIN
   L=801
   IVARA=J+TOTSPR
   IVARB=IVAR(801)
   GO TO 125
55 IF(L-70) 58,34,56
C  J AND L ARE EXISTING MATRICES, RESULTING MATRIX = 701.
C
56 OPT 1=701
   HOLD7=COMBIN
   HOLD8=0
   J=701
   L=801
   IVARA=IVAR(701)
   IVARB=IVAR(801)
   GO TO 125
58 L=L+10
59 IF(HOLD7-J) 60,59,60
   OPT 1=701
   HOLD7=COMBIN
   J=701
   IVARA=IVAR(701)
   IVARB=L+TOTSPR
   GO TO 125
60 IF(HOLD8-J) 51,62,51
C  L IS BEING ADDED TO EXISTING 801 COMBINATION.
C  RESULTING MATRIX = 801.
C
62 OPT 1=801
   HOLD8=COMBIN
   J=801
   IVARA=IVAR(801)
   IVARB=L+TOTSPR

```



```

C      START COMPUTING NEW MATRIX COMBINATIONS. RESULTING
C      MATRIX = 901 INITIALLY AND THEN CONVERTED TO 701 OR 801.
C
125 OPT=901
    FIX=901
    IVAR(FIX)=901
    FIXA=999
    IVAR1=J
    IVAR2=L
C
C      FIRST COMBINATION IS ALWAYS UPPER LEFT CORNER.
C
    IF (SER(MATV)-1.) 130,128,128
128  AVAILO(OPT)=AVAILO(J)+AVAILO(L)
    GO TO 132
130  AVAILO(OPT)=1.-((1.-AVAILO(J))* (1.-AVAILO(L)))
132  CCOSTO(OPT)=CCOSTO(J)+CCOSTO(L)
C
C      TRANSFER J SPARES TO OPT SPARES.
C
    DO 145 I=1,NOSPRS
    IF(CSPRS(J,I)-1) 145,141,141
141  CSPRS(OPT,I)=CSPRS(J,I)
145  CONTINUE
C
C      TRANSFER L SPARES TO OPT SPARES.
C
    DO 150 I=1,NOSPRS
    IF(CSPRS(L,I)-1) 150,146,146
146  CSPRS(OPT,I)=CSPRS(L,I)
150  CONTINUE
    IVAR(FIX)=IVAR(FIX)+1
    LJ=J
    LL=L
C
C      CHECK TO SEE IF MAX COMBINATIONS HAVE BEEN COMPUTED
C
154 IF(FIXA-OPT) 288,288,155
155 OPT=OPT+1
    NCAND=0
C

```



```

C      CHECK TO SEE IF MAX J REACHED.
C
C      IF (J-IVARA) 161,190,190
C
C      NEXT POSSIBLE BEST COMBINATION IN QUAD III IS J+1,L.
C
C      161 IF (SER(MATV)-1.) 163,162,162
C      162 PAVAIL=NAVALO(J+1)*AVAILO(L)
C      GO TO 164
C      163 PAVAIL=1.-((1.-NAVALO(J+1))* (1.-NAVALO(L)))
C      164 PCOST=CCOSTO(J+1)+CCOSTO(L)
C      PJ=J+1
C      PL=L
C
C      CHECK TO SEE IF MIN L REACHED.
C
C      IF (L-IVAR2) 200,200,170
C
C      NEXT POSSIBLE CANDIDATE IS J+1,L-1.
C
C      170 NCOST=CCOSTO(J+1)+CCOSTO(L-1)
C      IF (SER(MATV)-1.) 172,171,171
C      171 NAVAIL=NAVALO(J+1)*AVAILO(L-1)
C      GO TO 173
C      172 NAVAIL=1.-((1.-NAVALO(J+1))* (1.-NAVALO(L-1)))
C
C      NAVAIL MUST EXCEED PREVIOUS OPT AVAIL.
C
C      173 IF (AVAILO(OPT-1)-NAVAL) 174,185,185
C
C      NCOST MUST BE LESS THAN PREVIOUS PCOST.
C
C      174 IF (NCOST-PCOST) 175,500,180
C
C      IF NAVAIL GT OPT AVAIL AND NCOST LT PCOST THEN J+1,L-1

```



```

C      IS NEW BEST CANDIDATE.
C
C      175 PAVAIL=NAVA IL
C      PCOST=NCOST
C      PJ=J+1
C      PL=L-1
C
C      CHECK TO SEE IF MIN L REACHED.
C
C      180 L=L-1
C      IF(L-IVAR2) 181,181,170
C
C      IF MIN L REACHED, GO BACK TO PREVIOUS OPT AND SEARCH
C      QUAD II.
C
C      181 L=LL
C      J=LJ
C      GO TO 200
C
C      SINCE NAVAIL IS TOO SMALL, ADD 1 TO J IF NOT AT MAX J.
C
C      185 IF (J+1) - IVARA) 186,187,187
C      186 J=J+1
C      GO TO 170
C
C      IF MAX J REACHED, GO BACK TO PREVIOUS OPT AND SEARCH QUAD II.
C
C      187 L=LL
C      J=LJ
C      GO TO 200
C
C      IF NO CANDIDATE IN QUAD III, GO TO QUAD II.
C
C      190 NCAND=1
C      GO TO 200
C
C      COMPUTE MAX OPTIMAL IN UPPER RIGHT HAND QUADRANT

```


CHECK TO SEE IF MAX L REACHED.

2200	IP(L-IVARB)	205, 202, 202
2202	IF{NCAND-1}	250, 299, 250
2205	IF{NCAND-1}	210, 206, 210

NEXT CANDIDATE IS J, L+1.

2206 PCOST=CCOSTO(J)+CCOSTO(L+1)
 IF(SER(MATV)-1) 208,207,207
 2207 PAVAIL=PAVAILO(J)+PAVAILO(L+1)

208 PAVAIL=1.-((1.-AVAIL(J))* (1.-AVAIL(L+1)))
209 PJ=J
209 PL=L+1

NEXT CANDIDATE IS J,L+1.

210 NCOST=CCOSTO(J)+CCOSTO(L+1)

NCOST MUST BE LT PCOST.

212 IF(SER(MATV)-1) 213,212,212
NAVAIL=AVAILO(J)*AVAILO(L+1)
GO TO 214

$$213 \text{ NAVAIL} = 1. - ((1. - \text{AVAILO}(\text{J})) * (1. - \text{AVAILO}(\text{L} + 1)))$$

NAVAL. MUST BE LT OPT AVAIL.

```

2214 IF(AVAILO(OPT-1.)-NAVAIL) 510,225,225
2215 PAVAL=NAVAIL
PCOST=NCOST

```

$$p_L = L + 1$$


```

C 290 LOPT=OPT
C      IVAR(FIX)=IVAR(FIX)-1.310,311
C      IF(OPT1-701.)311,310,311
C 291 ITS=IVAR(FIX)
C      OPT2=OPT1
C      DO 293 I=901,ITS
C      AVALLO(OPT2)=AVALLO(I)
C      CCOSTO(OPT2)=CCOSTO(I)
C      DO 292 K=1,NOSPRS
C      CSPRS(OPT2,K)=CSPRS(I,K)
C      CSPRS(I,K)=0
C      CONTINUE
C 292 OPT2=OPT2+1
C 293 CONTINUE
C      SET IVAR(OPT1) = RESULTING MATRIX IVAR.
C      IVAR(OPT1)=IVAR(FIX)-FIX+OPT1
C      MATV=MATV+1
C      COMBIN=COMBIN+1
C      GO TO 31
C      MAX OPT REACHED ON PREVIOUS COMPUTATION.
C 299 LOPT=OPT-1
C      IVAR(FIX)=IVAR(FIX)-1.310,311
C      IF(OPT1-701.)311,310,311
C      SINCE NEW MATRIX = 701,CROSS REF IT TO COMBIN.
C 310 HOLD7=COMBIN
C      LOPT=LOPT-FIX+701
C      GO TO 291
C 311 IF(OPT1-801.)34,312,34

```


C 312 HOLD8=COMBIN
 C LOPT=LOPT-FIX+801
 C GO TO 291
 C 500 IF (NAVAIL-PAVAIL) 180,180,175
 C 510 IF (NCOST-PCOST) 215,220
 C 515 IF (NAVAIL-PAVAIL) 220,220,215
 C 1000 RETURN
 C 1200 DO 1250 I=1,NOSPRS
 C 1250 ISPRE(1,I)=CSPRS(LOPT,I)
 C CONTINUE
 C GO TO 1000

SINCE NEW MATRIX = 801,CROSS REF IT TO COMBIN.

17 FORMAT(1X,16HSPARES FOR ITEM I4,9HAND LOPT I4,4HARE I4)
 21 FORMAT(1X,10HCSPRS FOR I4,4HAND I4,4HARE I4,4HAND,I4)
 1001 FORMAT(1X,19HNAVAIL AND COST FOR I4,4HARE F8.6,4HAND,F8.2)
 1002 FORMAT(1X,21HNAVAIL AND PCOST FOR I4,4HARE,F8.6,4HAND,F8.2)
 1003 FORMAT(1X,21HNAVAIL AND PCOST FOR I4,4HARE,F8.6,4HAND,F8.2)
 1004 FORMAT(1X,20HJ.GE.100 AND L.LE.99)
 1005 FORMAT(1X,20HJ.LE.99 AND L.GE.100)
 1006 FORMAT(1X,21HJ.GE.100 AND L.GE.100)
 1007 FORMAT(1X,7HLOPT IS I4)
 1008 FORMAT(1X,19HN,I,CSPRS(N,I) ARE,3I4,F8.2)
 1009 FORMAT(1X,34HJ,K,L,AVAIL(J,K) AND AVAILO(L) ARE,3I4,2F8.6)
 1010 FORMAT(1X,14HCSPRS FOR OPT,I4,10HAND SPARE,I4,4HARE,I4,X,F8.2)
 1011 FORMAT(1X,9HNOSPRS = I4)
 1012 FORMAT(1X,19HL,I,CSPRS(L,I) ARE,I4,I4,I4)
 1013 FORMAT(1X,19HMA TV,SER(MATV) ARE,2I4)
 1014 FORMAT(1X,28HI,J,K,AV(JJ),CC(JJ),SP(JJ),3I4,F8.6,F8.2,I4)
 1015 FORMAT(1X,7HNCOST=POINT)
 1016 FORMAT(1X,12HCHECK = I4)
 1017 FORMAT(1X,7HMA TV = I4,15HAND SER(MATV)=,I4)
 1018 FORMAT(1X,29HJ,L,AVAILO(J),AVAILO(L) ARE,I4,I4,2F8.6)
 1019 FORMAT(1X,33HFIX,AVAILO(FIX),CSPRS(FIX,I) ARE,I4,F8.6,I4)
 1100 FORMAT(1X,34HJEE,ALG SUBROUTINE HAS BEEN ENTERED)
 1101 FORMAT(1X,44HNO SPARES COMPUTED;FIRST INPUT WAS STOP CODE)
 1102 FORMAT(1X,41HINPUT FOR FIRST COMBINATION MUST BE LE 68)
 1103 FORMAT(1X,34HINV ALID COMBINATION HAS BEEN INPUT)
 1105 FORMAT(1X,24HJ,I AND CSPRS(J,I) ARE,3I4)
 1120 FORMAT(1X,7HHOLD 7=,I4)
 1121 FORMAT(1X,7HHOLD8=,I4)
 END

APPENDIX D

TIGER PROGRAM OUTPUT EXAMPLES

The TIGER simulator produces both standard and optional outputs. The various options are discussed in Appendix B under the Printout Option Card. The optional output used for this research was the management summary printout. It first displays most of the user's input, the allowance determination model used to compute repair part allowances (if one was used), and the number of repair parts being used. An example of this output is shown in Table XVIII. A detailed explanation of the entries on Table XVIII is provided in Reference 4.

The TIGER simulator then prints a message every time the system goes down indicating which components are down and when they will come back up. An example of this output is shown in Table XIX. A detailed explanation of the entries on Table XIX is provided in Reference 4. Since this portion of the output was voluminous and not useful for analysis during this research, it was suppressed.

The TIGER simulator then prints the cumulative measures of effectiveness for the system after each group of 50 missions has been simulated. An example of this output is shown in Table XX. A detailed explanation of the entries on Table XX is provided in Reference 4. Since this portion of the output was voluminous and not useful until all simulations were completed, it was suppressed until the last mission simulation was completed.

The TIGER simulator then produces tables which summarize data about specific equipment failures, the number of repair parts used, and critical equipments. An example of this

output is shown in Table XXI. A detailed explanation of the entries on Table XXI is provided in Reference 4.

TABLE XVIII

Sample TIGER Model Output

1

90 DAY .25 FLSIP EVALUATION OF SYSTEM Z
 XXXXXXXXXXXXXXXXXXXX TIGER XXXXXXXXXXXXXXXXXXXX
 X NAVSEC 6112 LUETJEN+MANDEL+VAIL+ALLEY+BROWN xx
 XNPS IBM/360 VERSION LT. J. LEATHER THESES 9/80xx
 XAS AMENDED BY LCDR. P.J. O'REILLY THESES 12/81xx

RANDOM SEED IS 2222
 1000 1000 1.00 1.26 2222 1

PHASE	SEQUENCE	TYPE	DURATION	CUM TIME
1	1	1	2160.00	2160.00

0	1	0	0	0	0	0	0	0	0	0	0	0	0
	1.00	0.0	1.00	1.00									

TYPE	NAME	MTBF	MTTR	DC	ADT1	ADT2
1	ITEM A	1720.0	10.00	1.0000	0.0	0.0
2	ITEM B	1720.0	10.00	1.0000	0.0	0.0
3	ITEM C	3000.0	10.00	1.0000	0.0	0.0

TYPE	EQUIPMENT
1	1 0 0 0 0 0 0 0 0 0 0 0 0 0
2	2 0 0 0 0 0 0 0 0 0 0 0 0 0
3	3 0 0 0 0 0 0 0 0 0 0 0 0 0

SPARES WILL BE DETERMINED WITH MARGINAL ANALYSIS
 BUDGET IS 850.

THE COST OF ITEM 1 IS 200.00

THE COST OF ITEM 2 IS 50.00

THE COST OF ITEM 3 IS 100.00

ALL SPARES HAVE BEEN COMPUTED

SPARES	TYPE	SHIP	TENDER	BASE	FACTOR
1	2	0	0	999.00	
2	5	0	0	999.00	
3	2	0	0	999.00	

TABLE XIX

Mission Abort Printouts

IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	191.1857	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-417.9463	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-323.1365	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-698.0110	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	3	DOWN	IT	WILL	COME	UP	AT	-416.7654	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-448.9041	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-823.4023	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-188.2360	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-374.0742	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	3	DOWN	IT	WILL	COME	UP	AT	-498.3687	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	4	DOWN	IT	WILL	COME	UP	AT	-335.0073	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-392.6448	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	3	DOWN	IT	WILL	COME	UP	AT	-318.1665	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	4	DOWN	IT	WILL	COME	UP	AT	-410.0244	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-111.0121	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-1001.8452	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-1068.9128	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-503.7354	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	3	DOWN	IT	WILL	COME	UP	AT	-36.1202	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	4	DOWN	IT	WILL	COME	UP	AT	-106.7290	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-151.3528	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-48.1007	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-146.9315	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-339.9729	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-312.8232	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-1234.5176	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-512.3948	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	1	DOWN	IT	WILL	COME	UP	AT	-369.2776	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	2	DOWN	IT	WILL	COME	UP	AT	-509.7029	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.
IN PHASE	1 SEQ	EQUIPMENT	3	DOWN	IT	WILL	COME	UP	AT	-132.8455	BECAUSE	SYST	EXCEED	DOWNTIME	0.0	HRS.

TABLE XX
50 Mission Summary Data

RELIABILITY PHASE 1, 1, IS	0.0	INSTANT AVAILABILITY	1.000
READINESS	IS 0.2187	RELIABILITY UP TO PHASE 1	1.000
AVERAGE AVAILABILITY	IS 0.8215	READINESS	IS 0.2187
		AVERAGE AVAILABILITY	IS 0.8215
		INSTANT AVAILABILITY	IS 0.7600

A GRAND TOTAL OF 100 MISSIONS HAVE BEEN RUN.

THE RELIABILITY IS 1.0
THE LOWER CONF LIMIT IS 0.0
THE SPEC REQUIREMENT IS 1.0000
THE READINESS IS 0.2187
THE AVERAGE AVAILABILITY IS 0.8215
THE INSTANT AVAILABILITY IS 0.7600

THE MEAN TIME BETWEEN MISSION FAILURES IS 472.0
THE LCL, SD, MTBMT IS -93.4
THE MTBF VARIANCE IS 195431.0

THE SYSTEM MTF IS 415.3
THE SYSTEM FDI IS 84.698
ANOTHER SET OF 50 MISSIONS WILL BE RUN TO OBTAIN REQUIRED STATISTICAL CONFIDENCE.

TABLE XXI

Summary Tables

EQUIPMENT FAILURES AND CORRECTIVE MAINTENANCE SUMMARY

EQUIP NO.	TYPE NO.	TOTAL EQUIP. FAILURES	AVG NO FAILURES PER MISSION	AVG CM MANHOURS PER MISSION
1	1	782	2.607	312.800
2	2	583	1.943	97.167
		-----	-----	-----
		1365	4.550	409.967

AVERAGE NUMBER OF SPARES USED PER MISSION

SPARES TYPE	SHIP STOCK	USED	TENDER STOCK	USED	BASE	USED
1	5	2.56	0	0.0	0	0.0
2	4	1.90	0	0.0	0	0.0

90 DAY .25 FLSIP EVALUATION OF MODEL SYSTEM

CRITICAL EQUIPMENTS

UNAVAILABILITY AND
PERCENT OF UNAVAILABILITY

NAME	NUM HRS	UNAVA	PERCENT	EQU TYPE	EQU NUM
ITEM A	86123.3125	0.1329	69.86	1	1
ITEM B	34262.5977	0.0529	27.79	2	2

90 DAY .25 FLSIP EVALUATION OF MODEL SYSTEM

CRITICAL EQUIPMENTS

UNRELIABILITY AND
PERCENT OF MISSION FAILURES

DESCRIPTION	NO. FAILURES	UNREL	PERCENT	EQUIP TYPE	EQUIP NO.
ITEM A	171.5	0.5716	57.74	1	1
ITEM B	125.5	0.4183	42.25	2	2

TOTAL NO. MISSIONS = 300
TOTAL NO. MISSION FAILURES = 297

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